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February 5, 1968

RAILWAY AGE

THE TRANSPORTATION WEEKLY

ALAN BOYD: The Future of Railroads

EXCLUSIVE FROM WASHINGTON

SEN. GORDON ALLOTT:

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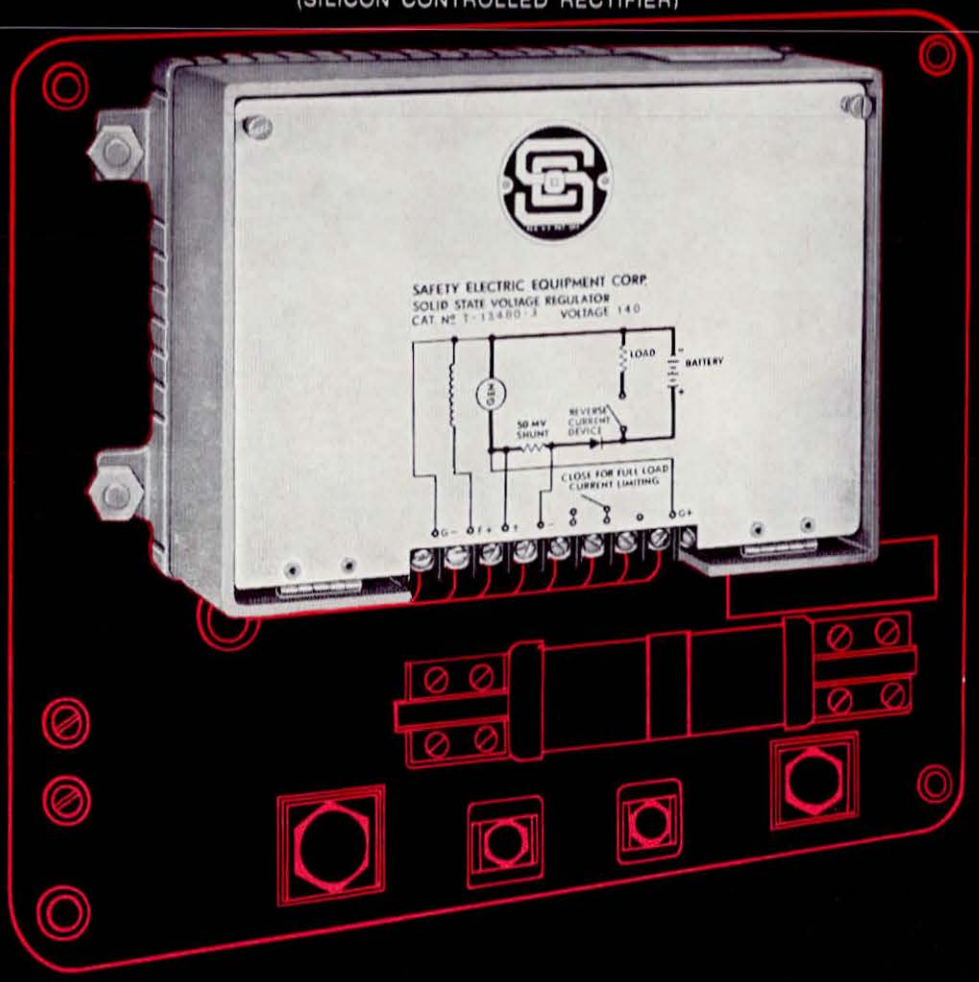

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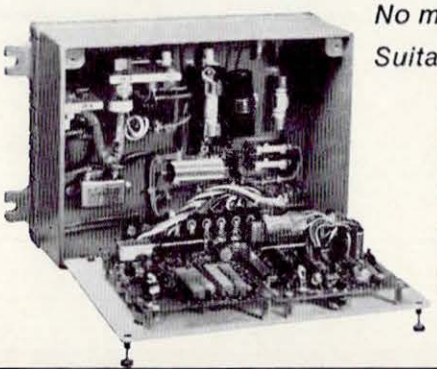

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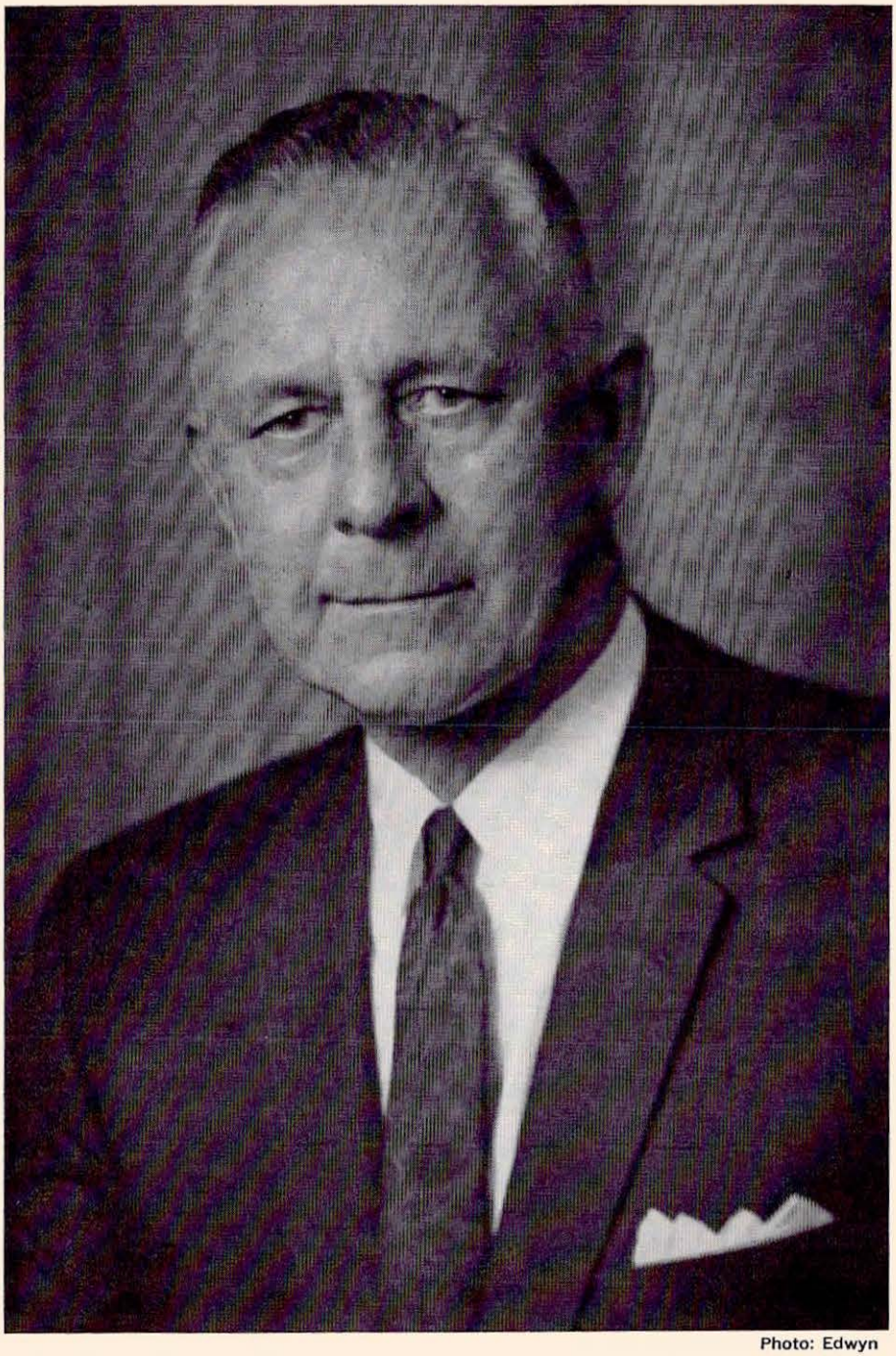

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RAILWAY AGE

February 5, 1968 • Vol. 164, No. 5

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Railway Age presents the results of a survey of progress and practices in the control of vegetation growing on railroad property. Engineering officers participating in the survey answer questions designed to bring out trends in such matters as the degree of control being achieved over weeds and brush, the size and stability of weed-control budgets, chemicals vs machines in brush control, the use of contractor applicators, and methods of applying herbicides, including on/off track spray units.

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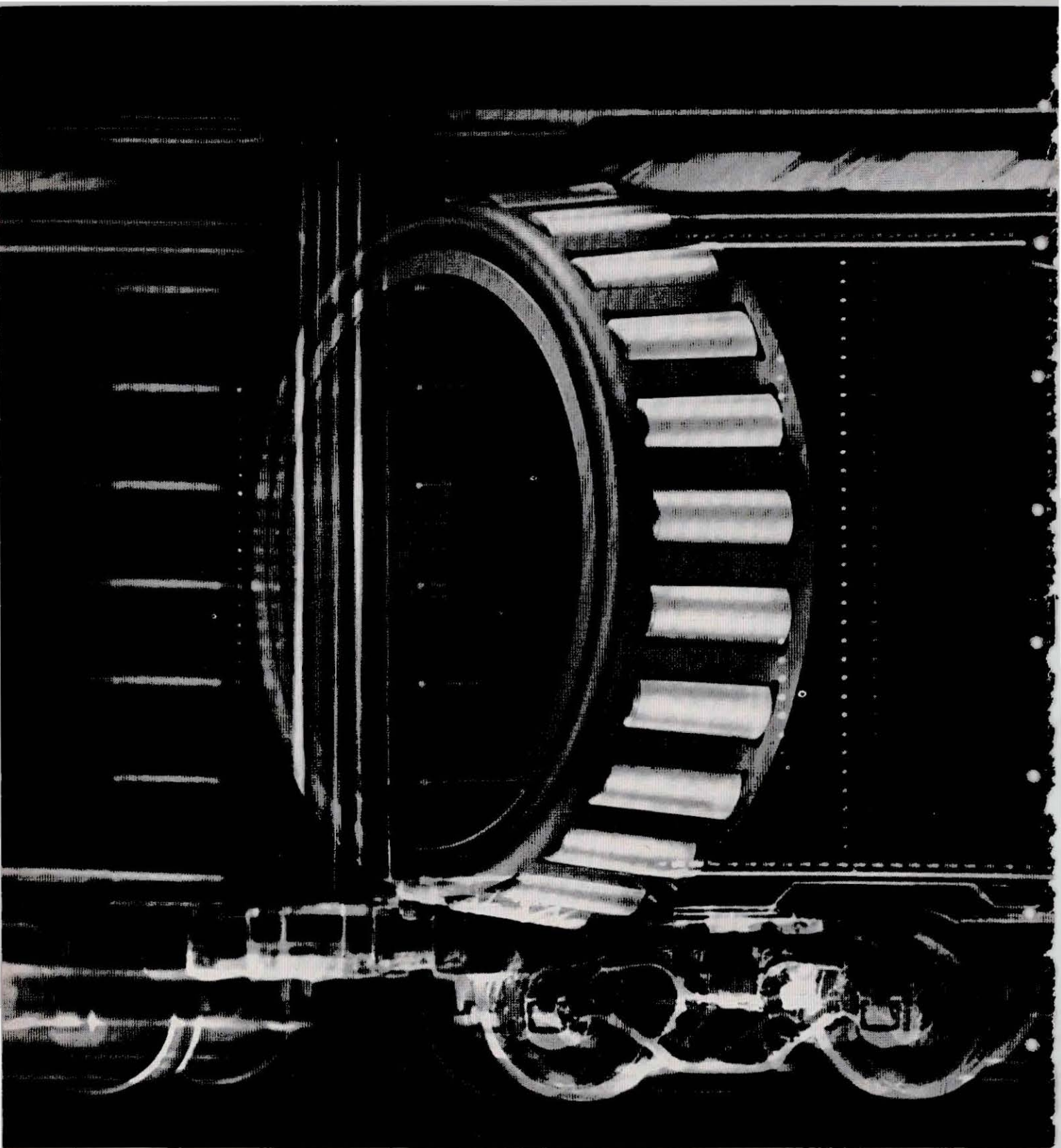

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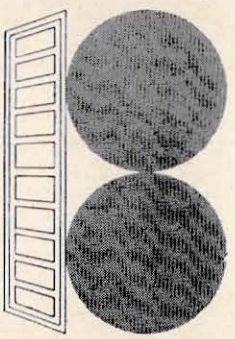

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SHORT AND SIGNIFICANT

Computer pioneer picked to head Systems Division

Harry B. Curry, who has served since 1965 as manager-planning and resources of General Electric's Information System Division, moved to the Association of American Railroads last week as vice-president of the AAR's Management Systems Division. AAR President Thomas M. Goodfellow called Curry a pioneer in large-scale computer uses who "recognizes the virtually unlimited applications" of cybernetics to railroading. Curry served with the Southern Railway from 1955 to 1961 as vice-president staff.

Both ton-miles and carloadings show increase

Railroad traffic posted a strong recovery in the week ended Jan. 27. Carloadings were up 4.6% over the previous week; the decrease from the comparable 1967 week (9 cars) was too low to be given a percentage value. Due to larger cars and longer hauls, ton-miles rose in both weekly and year-ago comparisons. (For details, see p. 37).

Thrall delivers 150 "largest" hopper cars

Thrall Car Manufacturing Co. has delivered 150 of what it calls the largest unit-train cars ever built for coal service. The 125-ton, 4,300-cubic-foot-capacity cars went to Northern Indiana Public Service Co., to carry coal from mines in Southern Indiana to the company's enlarged generating plant at Baileyville, Ind.

C&O/B&O place orders for 3,000 gondolas

Biggest-freight car order in recent years was announced last week by the Chesapeake & Ohio/Baltimore & Ohio. The affiliated carriers are acquiring 3,000 new gondolas at a total cost of $38 million. Greenville Steel Car will supply 1,000; the other cars in the order are being built at railroad shops in Raceland, Ky. The 56½-ft cars will be equipped with 100-ton-capacity roller-bearing trucks. They will boost C&O/B&O's fleet of general service gondolas to more than 16,000.

Railroads seek "summit" talks with unions

The railroads have invited union leaders to join them at a "top-level" meeting to discuss issues "affecting the very livelihood of your union members and the very future of our industry as well as the security and well-being of our country." The invitation, responding to a similar suggestion by labor early in January, came in a letter from Illinois Central President W. B. Johnson to George E. Leighty, chairman of the Railway Labor Executives' Association. Johnson is chairman of a three-man committee created by the board of directors of the Association of American Railroads, apparently for this purpose. He told Leighty such matters as safety, research and legislation could "advantageously be discussed by our two groups." He said areas of mutual interest "far removed from the pressures of the bargaining table" should be explored by executives of the carriers and the labor organizations. Serving with Johnson on the AAR committee are Norfolk & Western President Herman H. Pevler and Northern Pacific President Louis W. Menk.

From GN: Instant reservations

Through a new electronic bureau in St. Paul, Great Northern now gives instant reservation information on 10 passenger trains to agents anywhere in the U. S. A facsimile transmitter sends reserved-space diagrams to agents for up-to-the-minute appraisal of train consists based on data channeled by five call directors at the central bureau.

MONDAY MORNING REPORT

FROM NTSB, A HINT OF THINGS TO COME?

Off to one side, on the organization chart of the Department of Transportation, is the five-member National Transportation Safety Board. In DOT's own language, the NTSB "operates within the Department, but functions independently of the Secretary in substantive matters." Its duties include investigation and determination of accident causes, together with the drafting of recommendations for promotion of transportation safety. Two of its most recent reports deserve a long, searching—and perhaps apprehensive—look.

SAFETY INVESTIGATIONS RAISE QUESTIONS

In the first instance, NTSB's choice of language seemed most unfortunate. In the second, the Board seemed to be laying the groundwork for a sweeping investigation, and perhaps for legislation, at the same time it denied having any such intention.

WAS THE GRADE CROSSING A "BOOBY-TRAP"?

The first case involved a grade-crossing accident in which nine occupants of a station wagon died when the car was driven around two stopped vehicles and through a flashing-light signal into the path of a freight train. NTSB's recommendation: That DOT study "the significant problem of 'booby-trap' railroad crossings." More than one reader of the report went to the dictionary, found the definition of a booby-trap—"any scheme or device for tricking a person unawares"—and wondered if that was what NTSB really meant.

DOES SOMEBODY WANT A BROAD SAFETY PROBE?

The second case involved a head-on collision of two freight trains in which six crewmen were killed. NTSB found a probable cause, plus a number of causal factors which were "broad in scope, and touch many features of the operating system and its organization and supervision." Then came the eye-opener: "Still other causal factors, such as the economic pressures to cut corners or disregard rules in the name of convenience or time-saving are definitely pressures felt throughout the railroad industry. . . . Without extending its conclusions beyond this particular accident and railroad, the Board nevertheless believes that this accident raises a question about the extent to which these problems may generally be found in the railroad industry, and whether general corrective steps, such as legislation, may be necessary."

THE SAFETY BOARD: WHAT COURSE WILL IT TAKE?

It would be unfair, perhaps to draw conclusions from sketchy observation of NTSB. But it would seem most advisable to keep under a close eye this loosely-attached arm of DOT, which displays a certain affinity for words like investigate, regulate, legislate.

Joseph Asher's

TRANSIT ROUNDUP

FUTURE FEDERAL FUNDS—The Department of Housing and Urban Development has its budget requests ready for Congressional action.

HUD is asking an advance authorization of $230 million for FY 1970 for its transit program. The program is traditionally funded a year in advance, because of the long lead time required to get programs under way.

Last year, HUD asked Congress for $230 million for FY 1969, which the lawmakers cut back to $175 million. The chance of getting a higher amount may be better this time around, because the HUD people won't be coming to Capitol Hill looking like profligate spenders: An extension authorization of an unspent $15 million is being sought, to bring the program level in FY 1969 up to $190 million.

NEW LINES FOR TORONTO—An additional six miles of rapid transit line will go into service May 11. These are two extensions at either end of the east-west Bloor-Danforth line.

The new extensions were built at a cost of $77 million, and bring Toronto Transit Commission's total route miles to 21. Work begins this summer on a four-mile northward extension of the north-south Yonge St. line, at a cost of about $80 million.

ATLANTA'S PLANS ARE JELLING—The joint venture engineering consultants to the Metropolitan Atlanta Rapid Transit Authority issued their revised feasibility report on the future 64-mile system in the Georgia capital.

The Parsons-Brinckerhoff-Tudor-Bechtel report updated the 1962 report, with some upward revision of cost estimates, and route realignments. The basic scheme remains one of a 64-mile system consisting of a north-south and an east-west line, to be built over several phases in the coming years.

Probably a bond issue referendum will be held this November, on the first 21 miles of the basic system. The basic system altogether would consist of 30 miles of fairly close-in track, with costs of construction estimated at $332 million. In later phases, the route mileage would expand to 52, then 64 miles.

MORE ON THE SPACE RACE—The Russians continue to look to rapid transit to solve urban congestion. With five systems already in existence and a sixth under construction, they've just announced a seventh, now under design.

Novosti, the Soviet Press Agency, announced that planning has begun of a subway in Tashkent, capital of the Uzbekistan Republic in Soviet Central Asia. The first line will be 12.5 miles long, and have 13 stations.

In the initial phase, a 9-mile segment of this line with eight stations will be put into service, to link the city center with an important residential district. The line will be double-tracked and have an hourly capacity of 40 trains each way.

WHAT PRICE RAIL TRANSIT?—Many a city official who thinks buses are a bargain compared to rail transit or commuter lines should get facts and figures from E. L. Tennyson, Deputy Public Property Commissioner and City Transit Engineer for Philadelphia.

According to Tennyson, a Silverliner commuter car running on Reading tracks (see photo) costs 1.37 cents per seat-mile to operate, while it costs the Philadelphia Transportation Co. 1.65 cents per seat-mile to run a bus.

On the basis of car-mile costs, the commuter cars are more expensive. But a Silverliner seats 127, compared to 51 on a bus—and each bus needs a driver. Seat miles are a truer measure of equipment and labor productivity, and on that basis, Silverliner operating costs are lower.

Concludes Tennyson: "We claim that Silverliners have done more than any other form of transportation to get people off the highways and onto public transit facilities. The annual growth trend on lines fully equipped with Silverliners has been 10% over the past several years."

Reading's latest commuter ridership figures (including Silverliners) bear this out: The road carried 12.7 million riders in 1967—up 5% from the year before.

Meanwhile, the City Council authorized Tennyson to file an application with HUD for a $350,000 matching grant to renovate 70 pre-war Broad St. subway cars. The city would provide another $175,000.

If you can say yes to any of these 5 questions, take a close look at ACF's new low-cost, Low-Pressure PD car.

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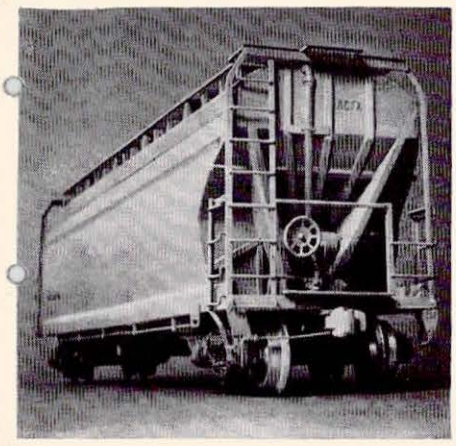

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RAILWAY AGE
THE TRANSPORTATION WEEKLY
February 5, 1968

Time-mileage basis set for per-diem

The present time-based per diem charges for rental of freight cars will be supplanted next Oct. 1 by a time-mileage charge, by order of the ICC.

Original costs and ages of per-diem cars will be factors in the new rates. Except for the initial $0-$1,000 bracket, the cost factor is in $2,000 brackets. Five-year brackets will determine the age factor. The mileage charges will be on a cost basis only, and will range from 1.47 cents for cars in the $0-$1,000 bracket to 4.6 cents for cars costing $39,000 to $41,000. Time charges, on both cost and age bases, will hit a low of 63 cents per day for cars over 30 years old and in the $0-$1,000 cost bracket. They will top off at $10.22 per day for a $39,000 to $41,000 car in the first age bracket. So, the top charge would be this $10.22 plus 4.6 cents per mile. Present per-diem charges include no mileage factor but vary as to car values. They range from $2.16 per day to $12.18.

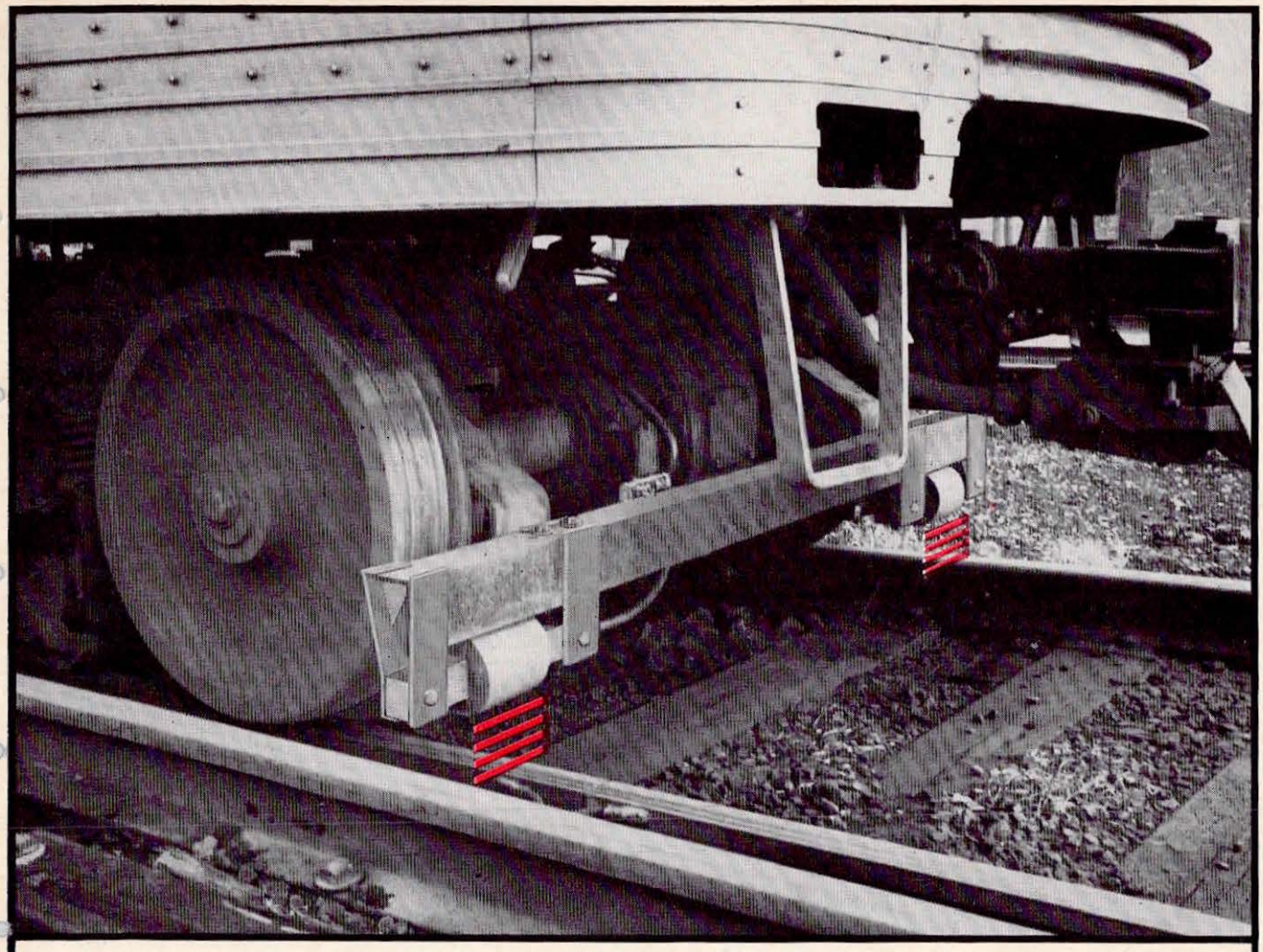
WEEK AT A GLANCE

Car orders: Is the long drought over?

Orders were placed in December for 8,596 new freight cars—highest monthly total since May 1966. This was the second straight month of heavy ordering and strengthened the feeling in many quarters that the long-awaited uptrend in railroad buying has arrived. The December figure was made all the more interesting by the fact that early reports had indicated that only about 2,000 cars would be ordered that month. Altogether, 54,545 new cars were ordered in 1967. Backlog of new cars on order and undelivered stood at 24,917 on Jan. 1, compared with 21,828 on Dec. 1.

Union chiefs term merger "most desirable... long overdue"

BRT + BLF&E + ORC&B + SUNA = X. And X stands for a new union of operating employees, close to 300,000 strong. Presidents of the four unions—(l to r, above) BRT's Charles Luna, ORC&B's Clyde F. Lane, BLF&E's H. E. Gilbert and SUNA's Neil P. Speirs—have named top aides to a unification committee; they've set up the machinery for ratification of a new-organization plan; and they've cast a firm vote for speed-of-handling in making one union of four. Only the BLE is not represented; the Engineers rejected an invitation to participate, apparently on grounds that convention mandate bars such activity. In revealing the four-way plan, chiefs of the Trainmen, Conductors, Firemen and Switchmen called unification "most desirable . . . long overdue."



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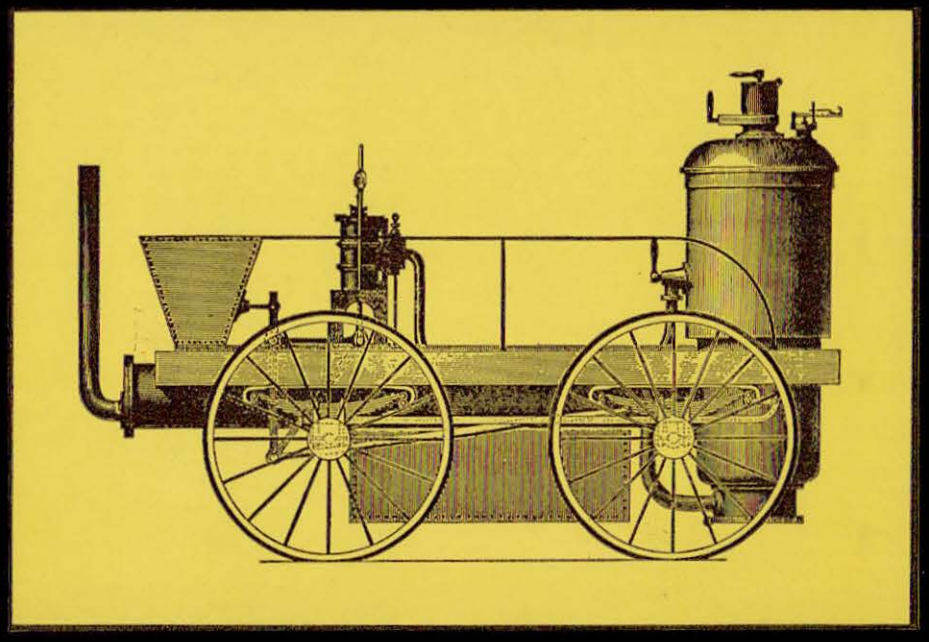

but it's all we had

Just a dinky little engine that could pull a couple of carriages on wheels to the next town. The promise of a faster and lower cost way to travel. And for all those people bottled up along the east coast, it was a way out. They leaped at the chance. Despite the fact a common expression of the day was "As worthless as a railroad stock", despite the preachers who said railroads would lower public and private morals, despite the cinder holes in his clothes and the inconvenience of lifting cars back on the track, the man in the street really took a fancy to the railroad.

The visionaries took one look at the tiny Best Friend of Charleston, the Tom Thumb, West Point and DeWitt Clinton and told us railroads would get bigger. They did. Big enough to empty the busy streets of Nantucket, Salem and Charleston. To bypass important cities like Oswego, Sandusky, Fort Wayne and build a giant at the foot of Lake Michigan. Big enough to steal New Orlean's monopoly of the Mississippi Valley. The visionaries foresaw the movement of people and goods, but they couldn't guess the railroads would be the deciding factor in three wars for freedom. Or railroads could supply the winter-weary North with a summer crop of fruits and vegetables daily. That railroads would carry much of the material to fly man around the world, to shoot a rocket to the moon.

Times changed, and the railroads went along. When the country needed physical growth, railroads' main cargo was people. Now people and industry are spread across the land and the railroads' main cargo is products. People have a better way to go. Products don't. Railroads, for a long time to come, will provide the fastest and safest way to get goods in volume from one place to another. And BFF is proud to be a source of the forgings and fabrications which make carrying the goods more economical as well.

Maybe it's all because somebody couldn't get where he wanted to go fast enough on a carriage or canal boat. On a little engine, he could.

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LBJ calls again for user charges

President Johnson's perennial call for new and increased user charges on publicly-provided transport facilities went to Congress again last week. As in previous years, it was in the Budget Message.

"I am proposing a broad program of transportation user charges to apply the test of the market place to these activities, and to relieve the general taxpayer of some of the burden of financing these benefits for certain individuals and industries," the President said. Some changes will be made in the Administration's proposal which got nowhere with the House Ways and Means Committee last year. This was revealed by the Secretary of Transportation, Alan Boyd, at a briefing on budgetary proposals of interest to DOT. Boyd said changes will be made in all areas of the Administration proposal, which contemplates generally the inauguration of charges for use of inland waterways and higher levies on airway and highway users.

Increase sought in FRA funds

For DOT's Federal Railroad Administration, the Budget proposes fiscal 1969 appropriations of $21,452,000, an increase of $5,358,000 above appropriations for the current fiscal year. Biggest item is the $16,200,000 proposed for the High Speed Ground Transportation program, for which continuing legislation must be obtained by September when the present authorizing act expires. Actual expenditures on HSGT in fiscal 1969 are expected to total $23,125,000, including unexpended funds carried over from the current fiscal year in which outlays are expected to total $16,835,000. The $23,125,000 will be split about 50-50 between research and demonstration projects. The Northeast corridor tests of high-speed train service are the only demonstration projects under way.

Second largest appropriation proposed for FRA is $3,820,000 for its railway safety work. This would be an increase of $356,000 above the fiscal 1968 appropriation for that work. The President's message said transport safety would "continue to receive high priority," but his follow-through referred only to highways and airways. Boyd's statement said: "The prevention of death and injury on our highways, railways, airways and on the water has a top priority in this Department."

GUS WELTY

LINES ON LABOR

NEVER MIND the false starts, the old jurisdictional disputes, the raiding, the bickering. Four of the five operating brotherhoods are now locked on a course that will take them to merger—and most observers would probably agree that it's about time. It would seem unfortunate that the fifth op, the Brotherhood of Locomotive Engineers, is unable to participate in the negotiations. But times may yet change—and if the Brotherhood of Railroad Trainmen, the Brotherhood of Locomotive Firemen & Enginemen, the Order of Railway Conductors & Brakemen and the Switchmen's Union of North America can succeed in getting together, logic would appear to dictate that the BLE eventually join in.

MERGER OF THE OPS makes a lot of sense—and it always has, even though the record of inter-union relations shows more conflict than cooperation. Years ago, the BRT and ORC&B seemed on the way to a consolidation—but that proposal foundered on an ORC&B vote, and rivalry between the two train-service organizations continued unabated. More recently, the BLF&E, ORC&B and SUNA held talks aimed at some form of wedlock—but it was noted at the time that "sooner or later, if the ops are going to have effective strength [the BRT] will have to be included" (RA, Nov. 21, 1966, p. 13). Three-way talks were finally broken off by the ORC&B in 1967, and while the Brotherhood of Railway and Airline Clerks expressed interest in a merger with the Conductors, the ORC&B seemed to have more interest in talking with Trainmen.

ECONOMIC TRUTHS, it appears, have finally won out over whatever other truths hold forth in union organization—including political truths, personality truths and provincial-protection truths. A joint statement by the BRT, BLF&E, ORC&B and SUNA chiefs nails it down: "We are in accord in the belief that a single, large trade union organization representing engine-and train-service employees would be most desirable. . . . Unification of our organization is not only needed—it is long overdue."

NO ACTUAL TIMETABLE has been set for unification—but a four-man merger committee is under orders to "move ahead with all expedition." In the past, there's been a tendency to take such pronouncements with a liberal pinch of salt—but this time around, the leadership is truly leading—and the logic of unification is, if anything, more solidly based than it has ever been before.

EXCLUSIVE FROM WASHINGTON

Alan Boyd: The future of railroads

In a frank discussion with the editors of Railway Age, the Secretary of Transportation talks about where he thinks the railroads are going, and how they can make the journey smooth.

"I can't label myself, and I'll guarantee you nobody else can label me—because I know more about what I am thinking than anybody else does," Transportation Secretary Alan Boyd commented during a recent interview in his Washington office with Railway Age Editor Luther Miller, Washington Editor Walter J. Taft and Senior Editor Gus Welty. To find out what Mr. Boyd was thinking—on passenger trains, rapid transit, common ownership, mergers, labor, the whole future of railroads—was the purpose of the interview.

Q. Mr. Boyd, what is your present target date for implementation of the Northeast Corridor high-speed train services, both the TurboTrain and the Metroliner services?

A. I am very hopeful both will be operating by Easter.

Q. How are we going to know if this service is a success? What will be the yardstick? Must it prove to be, for example, profitable to the railroad?

A. Well, there are different measures of success. One of course, is profitability. Another is utilization, without regard to profitability: How many people shift from other forms of transportation, or how much new movement is generated—in terms of number of people, without regard to whether it is a profitable activity? I would say the third measure, and probably the key measure, in my mind, will be whether the Pennsylvania continues the operation after the demonstration is completed and other railroads pick it up. That is really the test by fire.

Q. There is considerable feeling within the railroad industry and in other areas, as you may be aware, that these trains may have been over-promoted—in the sense that people may expect more than they are going to get when the trains go into service. There is also some feeling that certain influences are only waiting for this demonstration to fail—so that they can say, "Well, we've tried. We can't make it with trains." Have you any comment on this?

A. On your first point—I'm really unaware of what is meant by "over-promotion." So far as I know, both DOT and the Pennsylvania Railroad have been very accurate in the statements we have made about what these trains will do. Whether or not these statements have been elaborated on either by other individuals or in the minds of hearers, I can't say. But I don't think either DOT or the Pennsylvania has tried to sell this demonstration beyond what we think the trains will actually do. Now, on your second point—that there are those who are looking for a failure so they can throw up their hands—I can't imagine anybody in his right mind wanting to see this project be a failure. I don't know how traffic is going to move, if we don't get more of it on the rails. Sure, there is some expansion possible in the airways, and in the highways. But when you relate the capacity of the airways and the highways along the Northeast Corridor to the demand for movement, it just doesn't add up. And we've got to move people by train, somehow.

Q. Will the Auto-Train project be pursued again this year, Mr. Secretary?

A. I would anticipate that the project will be completed. Obviously, we would love to see private money come in and take it over. I think this is the kind of project where private money could very reasonably come in and take over—because we are satisfied that this is a real winner. But if there is no private fi-

“The whole attitude of the industry, as I see it, has changed”

Q. Mr. Boyd, railroads have—and they know they have—a bad image in the public mind. Why do you think this is so?

A. I guess to a large extent it's because we're sons of our fathers. I think the basic reason for the poor public image goes back to the days of rail operation after the Civil War. This led to development of the granger cases and the oil company combines—things like that which were finally exposed to show that railroads operating under an umbrella of public service were actually taking advantage of the public right and left. This created tremendous resentment on the part of many of our grandfathers and great-grandfathers. Also, whether or not it was true, I think through the 1920s there was a strong feeling that the railroads dominated many, if not most, of the state legislatures, insofar as transportation activities were concerned.

Then there were the tremendous battles that went on between the railroads and the motor-carrier industry, leading to the motor carrier act of 1935. Many people felt that the railroads were not really fighting for the benefit of the public. I'm not saying they should have felt that way. But much the same thing happened with commercial air transportation. The reason railroads are not permitted to own airlines was the very strong belief at that earlier time that if they were able to get control of the airlines, they would have killed them off.

Every few years, you get another bump of some kind like that. Please realize, I am making some very broad generalizations, as to the way I read the picture. But I think after World War II and up through the '50s, many railroad managements spent a lot of time, and took up a lot of space in the press and elsewhere, talking about how they were being persecuted, by labor, by state and federal regulatory agencies, by motor carriers and by their customers. And people just got sick and tired of it. Part of all this seemed to be due to a feeling by railroad management that business which they had had at one time or another really belonged to them—and that anybody who took some of that business away from them was somehow sort of cheating. I think a great many people got fed up. I know I used to hear a lot of these things, and I finally said, "Oh, to hell with it—I am sick and tired of this business. If you're so bad off, get out and go to work for a truck line or something." Really, it was not all railroads nor all managements, but a lot of them. For instance, why tell you, me or anybody else that the trouble is with the brotherhoods, that "these work rules are no good, they persecute us with these work rules." So what? Can you make it or can't you make it?

I think the greatest thing that happened—and I don't know why, or what caused it—came toward the end of the 1950s. You saw a change, when more and more railroads decided that they had a service to sell—that they weren't just supposed to sit there with a depot in every town and expect the kindly, benefitted public to bring its goods trundling down to the depot—and that maybe if they got out and sold that service, there might be some future for the railroads.

Railroads have had all sorts of problems. They have had terrible financial problems. They have had some persecution. For example, I think the way the railroads' properties have been taxed in the various states over the years has been just completely immoral. But a lot of that has gone now, most of it has. And the whole attitude of the industry, as I see it, has changed. I think this is a great thing for the country.

Railroads have a magnificent transportation system. It has tremendous capacity. It has tremendous flexibility, and it's going to have more and more, as railroads learn how to work with what they consider to be their competing modes. And they will learn. They are doing great, I think, with piggyback—containerization—and more of this is going to develop. Too, railroads have to move completely, as I see it, to a sort of cost-of-service rate-making approach. When they do, they are going to achieve their potential.

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nancing or insufficient private financing, I would expect the government to continue it.

Q. Has any private money or group shown interest in handling the project on its own, with its own capital?

A. Not to any greater extent than was set forth earlier, at least not to my knowledge.

Q. If I may pursue the passenger question for another minute—you said recently, and I am aware that I quote this out of context, that you thought the long-distance passenger train was dead. Are you prepared to help bury it? Do you feel that there is any future there, or do you feel that we should perhaps work towards preservation of the medium-haul trains—in which you have indicated considerable interest?

A. I certainly feel that we ought to work toward the preservation of the medium-haul operation.

Q. Do you believe that the present train-off laws make it too easy for railroads to discontinue trains?

A. No, I don't think so.

Q. It is often suggested that perhaps one day a public corporation might have to be formed to operate essential railroad passenger service. Have you any comments on that?

A. I don't see any reason for it. If the decision is made at the state or federal level that certain service is essential and it requires government financing in whole or in part, I see no reason at all why this can't be done by subsidizing a private operation.

Q. In the related area of rapid transit, you have been quoted rather widely on a certain point, and I think your position may have been misunderstood by many rail transit men. Have you an idea as to how many of our major cities might one day require rapid transit?

A. No. Let me put this thing in perspective. I have serious doubts that there is as much requirement for rail rapid transit as the salesmen of the manufacturing companies think there is. This is understandable, because I am trying to look at the whole thing objectively and they are trying to sell equipment. But I think the worst thing in the world the transit interests can do—whether it be manufacturers or operators—is to get people in a community stirred up to build, to operate, a rail transit system if the community can't support it. Now, I don't mean supported in terms of paying for it out of the fare box. I mean supported in terms of its being an intelligent investment. Communities have limited resources, just as any business—or the federal government—does. There are many cities, I am sure, where rail rapid transit can be and should be utilized intelligently. We should go forward with these.

I want to see rail rapid transit in

WE HAVE TO PROMOTE INNOVATION"

every city where it can be supported. But I have grave doubt of the wisdom of trying to stir up a lot of interest in a smaller city—let's say less than a million population—to build a rail transit system. From my point of view, we need the planning people in these communities to be working on the total complex of transportation. We don't need them out trying to figure how they can justify a bond issue for a rail transit operation unless there is a sufficient size and density of population to make this, for lack of a better term, a viable operation.

I am all for rail transit—just as I am pro-highway, despite the fact that I am characterized as anti-highway. All of this business of labeling is utter hogwash. I can't label myself, and I'll guarantee you nobody else can label me—because I know more about what I am thinking than anybody else does.

Q. For those cities where rail transit might be held necessary, have you an opinion on such proposals—most recently made, I believe, by Mayor Cervantes of St. Louis—that there should be a 90/10 federal/local aid formula? Or would you perhaps prefer the route New York has taken, heavy local financing but still with considerable federal help?

A. Well, 90/10 is a convenient figure because that is what the participation is in the federal-aid highway program. I think the 90/10 approach on transit indicates a feeling—not necessarily Mayor Cervantes', but that of many people—that we ought to have a [financial support] choice, to be able to go for one or the other. This, I think, is terribly wrong. Rail transit, bus transit and the private automobile have to be complementary. They are not competitive.

I do think also that more funds have to be made available for mass transit. Where the local community can provide the funding, great. This is the way it ought to be, to the extent that the tax base is available to support local funding. Where there is no possibility of taking the full funding at the local level, mass transit financing should be on an equitable basis. Now, I don't know whether that's two-thirds, three-quarters, or 90% or something else. But I do think that where it is decided there should be federal participation, it has to be a pretty hefty percentage.

Q. Mr. Secretary, in the area of broad policy, and specifically in the area of common ownership, which seems to be coming to the fore again: Will DOT have a position in the reasonably near future?

A. I can't answer that. We have not taken a position. There is no work project in the office looking at the question. Sure, we talk it over every once in awhile, when something comes up in the press. But so far it's just been a haphazard discussion. We don't see, at the moment, any reason to devote our resources to working on a position.

Q. On the other hand, you still feel that this is an area open to discussion?

A. Absolutely. But I think it's an area that shipper interests and transportation companies ought to be discussing. I don't think it would be appropriate or wise for the Department of Transportation to try to act as discussion leader.

Q. Do you foresee, then, a DOT position on compulsory through routes and rates?

A. I would like to think that compulsion is not necessary. I would like to think that the carriers could get together and accomplish this voluntarily. If they can't, then I would expect we would push for it. If we are going to talk about efficiency in the system, then through routes and rates are certainly a key item.

Q. The Federal Railroad Administrator has said that railroads will find it increasingly in their interest to get the law changed to let them buy truck companies. But you believe that this is something which DOT should not participate in, at this point?

A. I don't see any reason for us to. This is an area of vast interest—where the impact will be of such a major nature if there are changes in the law, and where there is not a critical situation as I see it today—and it seems to me this should be a bubble-up sort of development of attitude rather than a trickle-down from the Department. And I use that only as a figure of speech and not the way I view the world.

Q. As time goes by, can we anticipate the formation of any sort of broad policy by DOT in the area of intra-industry mergers?

A. A great deal of effort has been spent in trying to figure merger criteria. The longer I look at it the less I believe it's going to be possible to do this on a general-criteria basis. Certainly, I expect the Department to take positions on merger applications to the extent that we can look at regions. I would hope we can develop policy positions affecting regions. I don't think there is any possibility of going beyond that, and I am not even sure we can go that far.

Q. Still in the broad policy area, what role—if any—would you regard as desirable for DOT in trying to help transportation management and labor to get along better?

A. In labor-management, probably the best role that we can play, at least so far as I can see today, is a good-offices role—to try to provide a neutral territory for management and labor to sit down and talk about some of the gut issues which need to be discussed somewhere other than at the bargaining table.

Q. In the general area of rate-making freedom, does DOT position supporting Illinois Central in the Rent-A-Train case indicate its agreement with the position taken by the Council of Economic Advisors and the Department of Justice in the ingot molds case—which seems to be the railroad position?

A. I don't think our position was taken with either of those representations in mind. Rather, the thrust of our position on the Rent-A-Train was this: If we are to have a healthier railroad industry, we have to promote innovation where it appears to be a logical extension or development of rail activities. We thought Rent-A-Train was just such a case. I am frank to say that I did not think about it in the light of the ingot molds case, although some of my staff may have.

Q. Do you see a good future for railroading, in the total picture?

A. I do, indeed.

Q. Do you think there will be a further cut in the railroads' share of the total freight package? Or do you think the industry has leveled out at about 43% of total intercity ton-miles?

A. I don't expect to see a cut. But I do have some question in my mind about all this—because I think there will be dramatic technological changes in the next 15 or 20 years. How they will impact the railroads, I can't begin to imagine, because I can't really imagine what these changes may be. But there is so much money and effort going into technology and all of its phases that it's bound to have some impact on the total transportation system. ■

EXCLUSIVE FROM WASHINGTON

SENATOR GORDON ALLOTT:

Where is the federal transit program going?

The ranking minority member of two key subcommittees involved in transit aid wants to see less talking—and a lot more action.

There is no inconsistency between fiscal conservatism and support for a federal transit program, argues Sen. Gordon Allott (R.-Colo.), who is both a westerner and a Republican.

As ranking minority member of the Senate subcommittees dealing with DOT and HUD appropriations, he feels that he, a westerner, can be objective in matters that traditionally affected the big eastern cities the most.

But, he warns, the West is starting to experience the same traffic congestion as the East, and people in all parts of the country should be pressing for solutions.

In this exclusive interview with RA Transit Editor Joe Asher, Sen. Allott serves notice that whoever runs the federal transit and HSGT programs had better do less talking and more acting.

Q. Senator Allott, what is your reason for being concerned with mass transportation?

A. There are several. I've served for 10 years as a committee member involved in one way or another with transportation, and it's impossible to zero in on one form of transportation, without seeing how it relates to the others.

Also, I've noticed that, like the interstate highway program in the 1950s, larger and larger amounts of federal money are going into mass transportation these days, and I'd like to see what we are accomplishing.

Q. What is your over-all estimate of the federal transit-aid program?

A. I think it's good, although I have been critical in committee sometimes.

Q. Would you be specific?

A. In some cases, I think the Urban Transportation Administration in the Department of Housing and Urban Development has held up action on federal grants unreasonably.

To give you some examples, the funds for the Massachusetts Bay Transportation Authority to build the South Shore extension were held up by legal and technical delays. A grant to Springfield, Mo. was held up by technical delays.

Q. Any other specific criticisms?

A. I think the program was slack in the past in coming up with planning and design ideas—not just financing equipment.

Q. The UTA set-up is quite new; weren't some of these responsibilities poorly defined?

A. That is partly the case. The Congress has not thought through this legislation carefully. It sometimes goes off this way and that way. Just as an example, the way the Urban Mass Transit Act reads now, the Department of Labor is required to verify that people will not be thrown out of a job as a result of a federal project. In effect, the Labor Department approves transit grants. The Congress failed to develop specific enough criteria in this area.

Q. There is much talk these days of the Department of Transportation taking over the UTA program. What do you think?

A. My personal preference in this matter is for DOT to get the research and development aspect of mass transportation, and for HUD to administer the rest of program. There are social and economic aspects to this that don't come into DOT's realm.

Q. If DOT were to take it over, what would you look for in the way of general policy?

A. I don't want to be accused of prejudice against the men who run DOT. But I think the population explosion and the pace of building in the cities make action vital. I would hate to see delays owing to an attitude of 'wait-and-see.' I would be wary of indifference in this matter. In addition, I would be disappointed if some DOT officials allowed their often-expressed prejudice against rail rapid transit to interfere with their decision-making.

Q. What is the outlook in the present session for federal transit appropriations?

A. A lot depends on the Vietnam war. If the war budget goes up, it will have

"WITHOUT THE WAR, MORE MONEY FOR MASS TRANSIT"

a depressing effect on other programs. I don't expect to see the amount for transit drop—it's at $175 million now. But without the war, the Congress would be a lot more prone to spend money on mass transit than it is now.

Q. In general, do you think the Congress is more sympathetic to transit needs now than formerly?

A. On the whole, yes. But of course these have to be weighed against many other requirements, such as the war.

Q. Do you think all transit policy will wind up being made in Washington?

A. No, I don't think it is the function of government to finance and plan it all. You have to strike an equation between local communities and government.

Q. Would you give some examples of what you consider constructive action?

A. Governor Rockefeller's transportation bond issue to help the subways and commuter railroads in the State of New York.

The Cleveland Transit System's airport extension; the south Jersey line of the Delaware River Port Authority; the median-strip construction of the Chicago Transit Authority.

The Bay Area Rapid Transit System in San Francisco. They seem to be behind schedule and their costs have gone way up. But that inflation was inevitable. Personally, I don't feel bad about BART's inflation problem, compared to what it was with the Interstate Highway System. These examples ought to be followed in other cities. But especially Washington where there has been endless talk and no action.

Q. There is much talk of the need to press development of new technologies. What is your attitude?

A. It may well be that in the coming years we will be seeing much higher surface speeds, air cushion vehicles, and many other things. I've heard a lot on this subject, but it could be that the development cost is such that it is not practical to hold back on everything that is going ahead now.

Regardless of the type of technology, the important thing is having rights of way on the ground to move people. In urban areas, looking down the next ten years or so, there is little doubt that rail systems offer the best, most experienced, most practical mode of transport for handling large volumes of people.

Q. Does this hold true in intercity traffic—the Northeast Corridor, for instance?

A. Very definitely. I have been disappointed with the delays in getting the high-speed trains delivered and into service. But I certainly support the concept, and think that concept has potential applications in other parts of the country, too.

Q. No other part of the country has the density of population the northeast does . . .

A. But the population is rising rapidly. Think of all the kids now coming of age and buying automobiles. Think of the traffic growing on the highways, and in the air. Pretty soon the problem arises: Where are you going to put all those cars in town?

There are traffic corridors growing right now, in the Midwest and elsewhere, that DOT should be looking at: There is simply not going to be enough space in the air and on the roads to handle all the traffic that is developing.

Q. Is this why you've campaigned against discontinuing passenger trains, and for retaining RPO cars?

A. That is a large part of it. Rights of way are precious commodities; once they're lost or abandoned, they cost endless millions to replace. With all the traffic that is going to develop in future years, I am of the belief that we will have to turn to mass movement on the ground once more, and that surface transportation will come back strongly.

Q. That must be a long-term prediction?

A. Surely. I want to underscore that. I do not think this is the sort of change that will take place in 3-to-5 years. But I do believe we will be seeing this in 10 to 15 years. It's an attitude that is gradually taking hold—it can't help but take hold. ■

THE BUCK STARTS HERE

As senior Republican member of the Senate Appropriations Committee's Independent Offices Subcommittee (which rules on HUD requests), Senator Allott sometimes takes the chair, as above.

For Florida: New bureau of transport

Governor Claude Kirk of Florida is a "right-now" state executive and, when he thought that the state needed a transportation bureau, he got one started, despite the fact that there was no appropriation for paying anyone, for travel expenses or for office rent.

However, in W. C. Coleman, Jr., of Orlando, a former vice president-marketing of the Monon, he found a man who not only believed that such a bureau was a vital necessity, but has been willing to serve for a dollar a year as its head, pay his own traveling expenses and donate his own office for use as the temporary headquarters.

● **First, a pollution study.** The bureau, according to Coleman, will eventually have wide-reaching powers over all phases of transportation in Florida. For example, the first money expected to be made available for the bureau's use will probably come from the environmental health agency, which wants a study made of the effects of pollution by highway vehicles on the public health.

Meanwhile, the amount of data collected by Coleman, as a one-man, non-paid transportation bureau, is impressive in its scope. His first official act was to write a number of letters to all of the transportation agencies in the state, including a number of local bodies that were considering various problems in the field about their own cities. These supplied him with the data which they had prepared and which will be valuable when it is consolidated on a statewide basis and viewed from that standpoint. The various state universities of Florida also proved to be a gold mine of research, producing numerous papers and doctoral theses which, when viewed with Coleman's technical know-how, will supply still more valuable data.

● **"Rapido" for Florida?** Coleman says he will shortly have an extended interview with Ed Ball, owner of the Florida East Coast, with the idea of probing the possibility of service somewhat similar to the Canadian National's "Rapido" between Montreal and Toronto to be installed along the rapidly growing megalopolis of Florida's East Coast. When the results of Coleman's progress so far, without funds or traveling expenses, are considered, the promise for future action in Florida in the transportation field seems great. ■

LUTHER MILLER

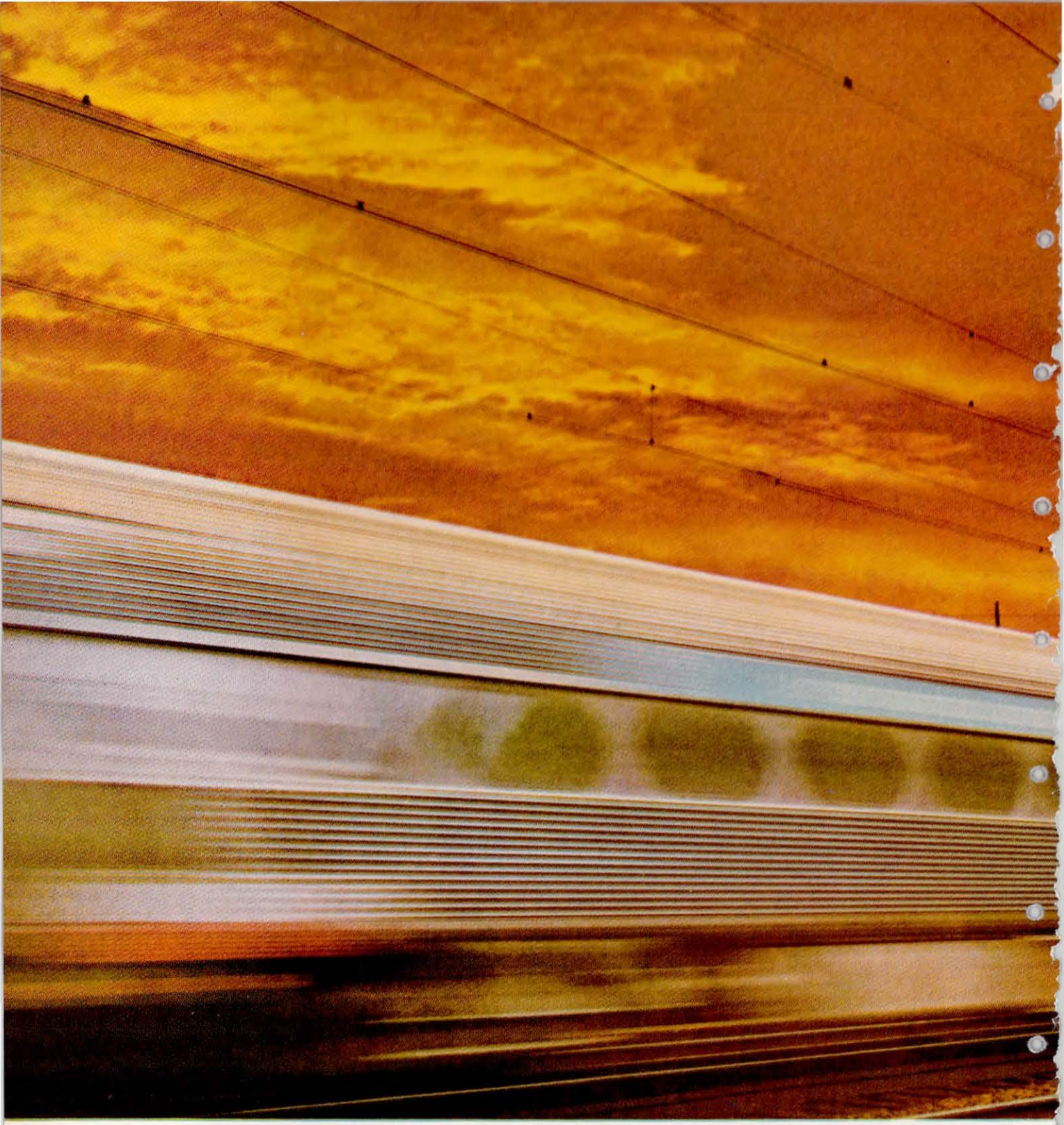
AS THE EDITOR SEES IT

DOT KEEPS THEM GUESSING: Transportation men have one thing, at least, in common: They never seem to be completely sure just where they stand with the new Department of Transportation in general, and with its head man, Alan Boyd, in particular. When Boyd slows down the concrete mixers, the highway men accuse him of being anti-highway. Airline interests fret over the degree of his commitment to solving the problems of the crowded sky. Railroad men wonder if he isn't too busy building highways and decongesting the airways to work up a real sweat over the present and the future of railroading.

THE BOYD GUIDELINE: The Secretary of Transportation himself makes the point that he defies labeling. This is, we submit, a fundamentally healthy condition. What it suggests is that the special-interest pleaders will get nowhere with the Department of Transportation unless they can establish that their special interest is also the public interest. This is a guideline that railroad men can live with and thrive by. Railroads have a good story that they have not always told we'l—partly because they have had an unsympathetic audience. Now there is a man who is ready to listen.

PLAYING IT COOL: Mr. Boyd's statements on matters of importance to railroads (printed on preceding pages of this issue) exemplify the "cool" that prevails at the top in this newest of our Cabinet-level Departments. The Secretary is no entrenched foe of the common-ownership concept; like the man from Missouri, he just wants to be shown. He is no sentimentalist about the long-distance passenger train; but he thinks medium-haul trains may have their place. He is no enemy of rail rapid transit; but he thinks it has to be more than a status symbol for cities that want to appear to be bigger than they are. He feels, quite frankly, that railroads may have deserved the poor image they had only a few years ago; but he is not unaware that they have changed.

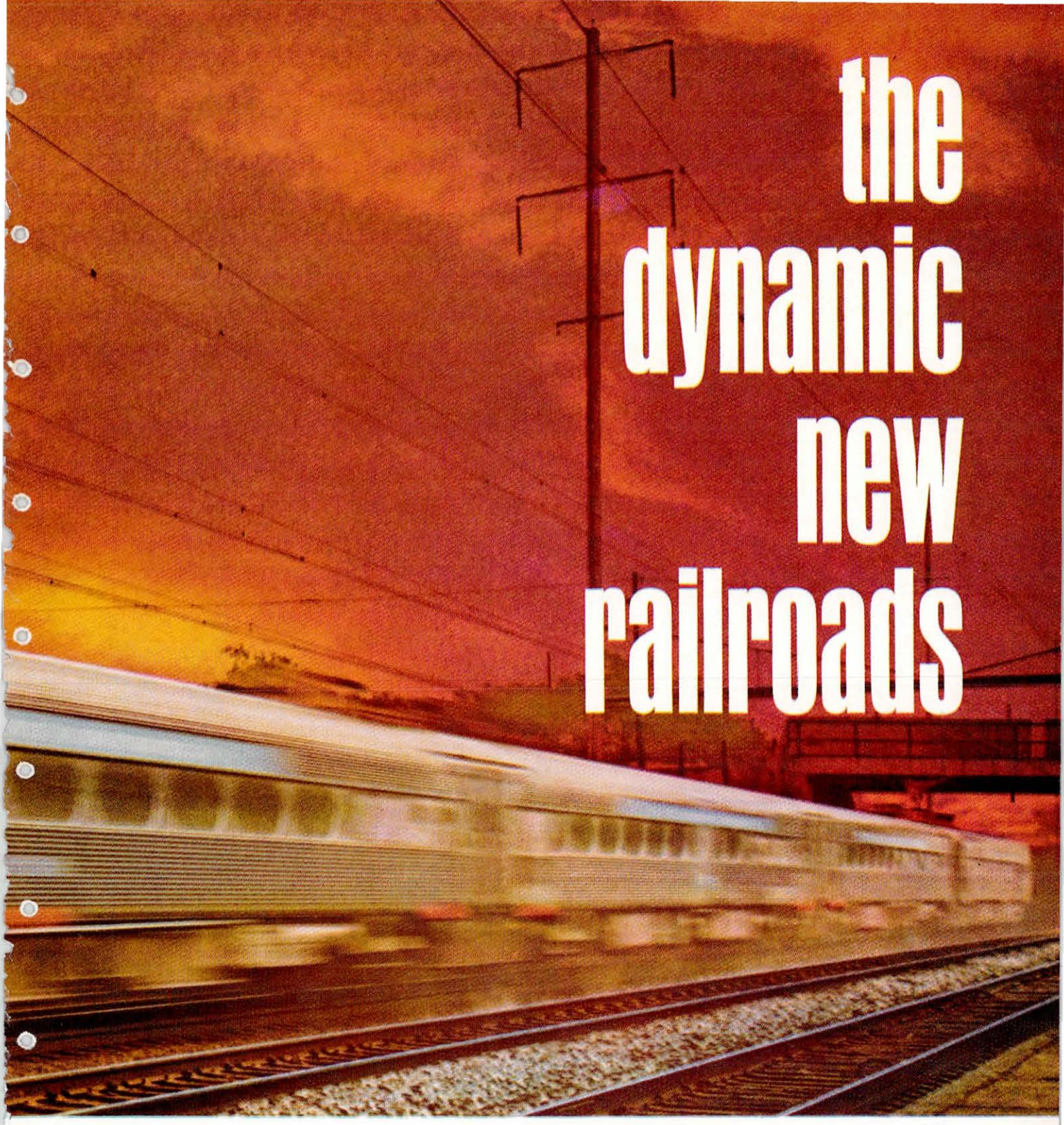
TALKING BUSINESS: We don't find ourselves in complete agreement with Secretary Boyd on all things (which may come as some relief to him). We wish, for example, that his Office would take the common-ownership question out of the realm of partisan pleading and do its own study on the public-interest aspects of truly integrated transportation. But we do believe that here is a man with whom the railroads—and the airlines and the trucklines and the waterways—can do business. As long as they have a sound product to sell.



Highballing past Princeton Junction at 156 miles per hour

Here is how the camera caught the Department of Transportation's new high-speed train last June, as it barreled down the main line of the Pennsylvania Railroad at 156 miles per hour. If you had been aboard you'd have scarcely believed the speed, so smooth and quiet was the ride.

This was a special test train, to be sure, but it gave its riders an ex-



citing glimpse of the new kind of rail travel that is coming on fast. Indeed—as you read this—many of the luxurious cars especially built for the New York-Washington run are now undergoing extensive tests on the Pennsylvania.

There are many intercity passenger runs of 500 miles or less, where 125-mph trains could cut present running time in half. Backed by an enthusiastic public, these faster schedules could become reality with the upgrading of existing tracks and the addition of truly modern coaches and parlor cars.

Much of the all-new, continuously welded rail in the Pennsylvania's high-speed system was furnished by Bethlehem Steel. We also produce forged-steel wheels and axles for railway cars and locomotives, as well as steel freight cars and parts for the dynamic new railroad industry. Not to mention a host of other steel products for construction, automobiles, buses, trucks, appliances, and containers.

BETHLEHEM STEEL

BETHLEHEM STEEL

The new giant is called

The long-awaited merger of the Pennsylvania and New York Central quietly became a reality last week. And changes in the big system will be through evolution, not revolution.

By ED DONLON

"Good morning . . . Penn-Central," was the greeting early telephone callers got Feb. 1 when they dialed numbers still listed in their phone books as belonging to the Pennsylvania Railroad and the New York Central Railroad, respectively.

Ironically, after 10 years of stormy courtship that made all the papers, it was about the only outward sign that two of the nation's largest railroads had finally set up housekeeping together.

It was at exactly 12:01 A.M. that the 9,689-mile New York Central and the 9,557-mile Pennsylvania tied the figurative knot to become the 19,246-mile Pennsylvania New York Central Transportation Company. Presiding at the ceremony, in absentia, was the U.S. Supreme Court that in January gave the marriage its blessing with an 8-0 vote.

While frill-less, soundless and sensible in every detail (no ribbon-cutting, horn-tooting or special train runs were planned), the consolidation was not without a quiet dramatic undercurrent. It represented one of the largest corporate mergers in U.S. history, involved diversified assets of $6.3 billion spread over 14 states and two Canadian provinces, and will undoubtedly have far-reaching effects on the whole railroad merger situation in the nation. The new company is expected to save upwards of $80 million a year in its operations.

● **The link-up.** The first physical interlocking of the new system was made at Toledo, Ohio, where PRR and NYC have yards. Another was made at Cleveland, and line connections at Chicago, Terre Haute and Detroit were being readied on M-Day. At Toledo, for example, track linking the two roads has been in place for weeks and has seen service for interchange traffic. The two roads had prepared the connection to be ready for expected merger Jan. 1, a date that later was postponed due to a court delay. Additional link-ups will be made at St. Louis, Buffalo, Chicago, Indianapolis, Grand Rapids and other points over the next few months. For these and other physical changes connected with the merger, Penn-Central expects to spend $15 million this year.

Merged trains roll

While nothing special was made of the first combined Penn-Central freight train to move over the new system, operating officers gave nodding recognition to symbolism. They arranged to have a Pennsylvania locomotive haul a string of New York Central auto-rack cars out of Detroit for the first merged run.

The new company was scarcely 14 hours old when the 25-member board of directors (14 from the Pennsy, 11 from the Central met in the 18th-floor board room of the PRR in Philadelphia to elect PRR Chairman Stuart T. Saunders, 58, chairman of Penn-Central, and NYC's Alfred E. Perlman, 65, president of the new line.

Complete consolidation of the two big rail lines will probably take about five years.

"We want to do it by evolution rather than revolution," said new Penn-Central Chairman Saunders. "We want to make sure that in moving people from place to place and in changing service that we don't discommode people too much. So while we have an ultimate plan, both organizationally and physically, this thing will not be done overnight."

Executive headquarters for the new road will be in Philadelphia, and general offices will be maintained both in Philadelphia and New York. No immediate plans were announced for the possible shifting of employees.

● **Few physical changes now.** Aside from a modernized "PC" logo to represent the new company (see cut), immediate physical evidence of the merger will be hard to come by. Cars and locomotives, for example, will for a long time be wearing their respective PRR red and black and NYC black and green until they are routinely shopped for painting.

But what will be immediately noticeable to shippers who use the Penn-Central, says the railroad hopefully, will be the new fast service provided by the system. The speed-up—in some cases up to 24 hours—in service will be the result of a new traffic routing plan that was implemented immediately at merger.

Basically, all east-west traffic between points west of Columbus and Youngstown, Ohio, and points north of Linden, N.J. (including points in New England, northern New Jersey, and metropolitan New York) will move over the water-level route of the former New York Central via Cleveland, Buffalo and Albany. Traffic moving east-west between western points and those south of Linden, N.J., will be routed over the former Pennsylvania route through the Alleghenies via Pittsburgh and Harrisburg.

In drawing up their routing plans, Penn-Central operating men took into consideration grades and curves on the routes involved, the maximum distances traffic can be moved without handling —and the fact that New York Central routes avoid the necessity of floating traffic across New York harbor.

By concentrating traffic on specific routes, the road hopes to fill out trains that now operate below capacity; to operate more trains without classification; and to set up better freight schedules at lower cost.

What it will mean, said one Penn-Central officer, is that the road will operate fewer but longer trains at lower cost. Estimates are that train miles on the PRR can be reduced by about a third (9.2-million miles), and NYC train miles will be increased by about 3 million miles for a net savings in train miles operated of more than 6 million miles.

At points that the PRR and NYC served in common, terminals will be consolidated and upgraded where necessary. At places the former roads did not serve in common—but which are considered strategic to the new Penn-Central routing plan—new yards will be built or existing ones improved.

The new $28-million electronic classification yard being built at Selkirk, N.Y., to be named after Penn-Central President Perlman, will play a key role in the new system. It will classify and send cars on to New England, New York and New Jersey as well as west across the Penn-Central mainline to Chicago.

A big advantage that the new system will enjoy is a direct land connection between Pennsy and New Haven traffic, eliminating much of the car-floating operation across New York harbor.

● **The big car fleet.** The combined freight car fleet of the new railroad stands at some 207,000 cars, and more will soon be added. Late last fall the two merger partners authorized heavy expenditures for the stockpiling of steel to be used for new car building when the merger was consummated. Penn-Central is now planning to rehire a total of 4,500 former employees of both lines—mostly in the maintenance of equipment department—to work on the car program and in other capacities.

The combined locomotive fleet of the new line totals 4,200 units. The fleet has already been renumbered and plans are under way to retire those units that are most expensive to maintain. The roads hopes to increase usage of its locomotive fleet from the present 8-10 hours daily to 16-18 hours.

In general, with the exception of some units with a low gear ratio and dynamic brake equipment—such as those assigned to mountain service—the diesel locomotives of both companies are compatible. Certain modifications will be made to permit universal use of diesels on all lines of the merged system.

New York Central train control equipment will be applied to passenger "A" units, and PRR road switchers, with work progressing over the next three years. PRR diesel freight units equipped with cab signal, dynamic braking and air brake pressure maintaining features will be utilized in assigned pools east of Conway Yard at Pittsburgh, Pa.

Penn-Central men expect to engineer an orderly integration of their seemingly incompatible TrucTrain (PRR) and Flexi-Van (NYC) operations. "We've been moving an increasing amount of Flexi-Van units over our lines in recent months," said John M. McQuigan, assistant to the vice president of operations, "and we see no problem in handling both systems." He added that the new Penn-Central is getting ready to handle a big increase in regular container traffic.

One problem facing Penn-Central is that the computer systems used by the former PRR and NYC are not compatible, down to the point that payrolls are made out differently on the respective roads. Another example: Car information on the Pennsy is recorded on a five-channel punch tape, while the Central has an IBM card system. For the time being, existing systems will continue to operate in the Philadelphia and New York offices of the railroad, with the NYC handling the northern portion of the railroad and the PRR information system handling the southern section.

A unified computer operation will eventually be selected to handle the entire system. ◻

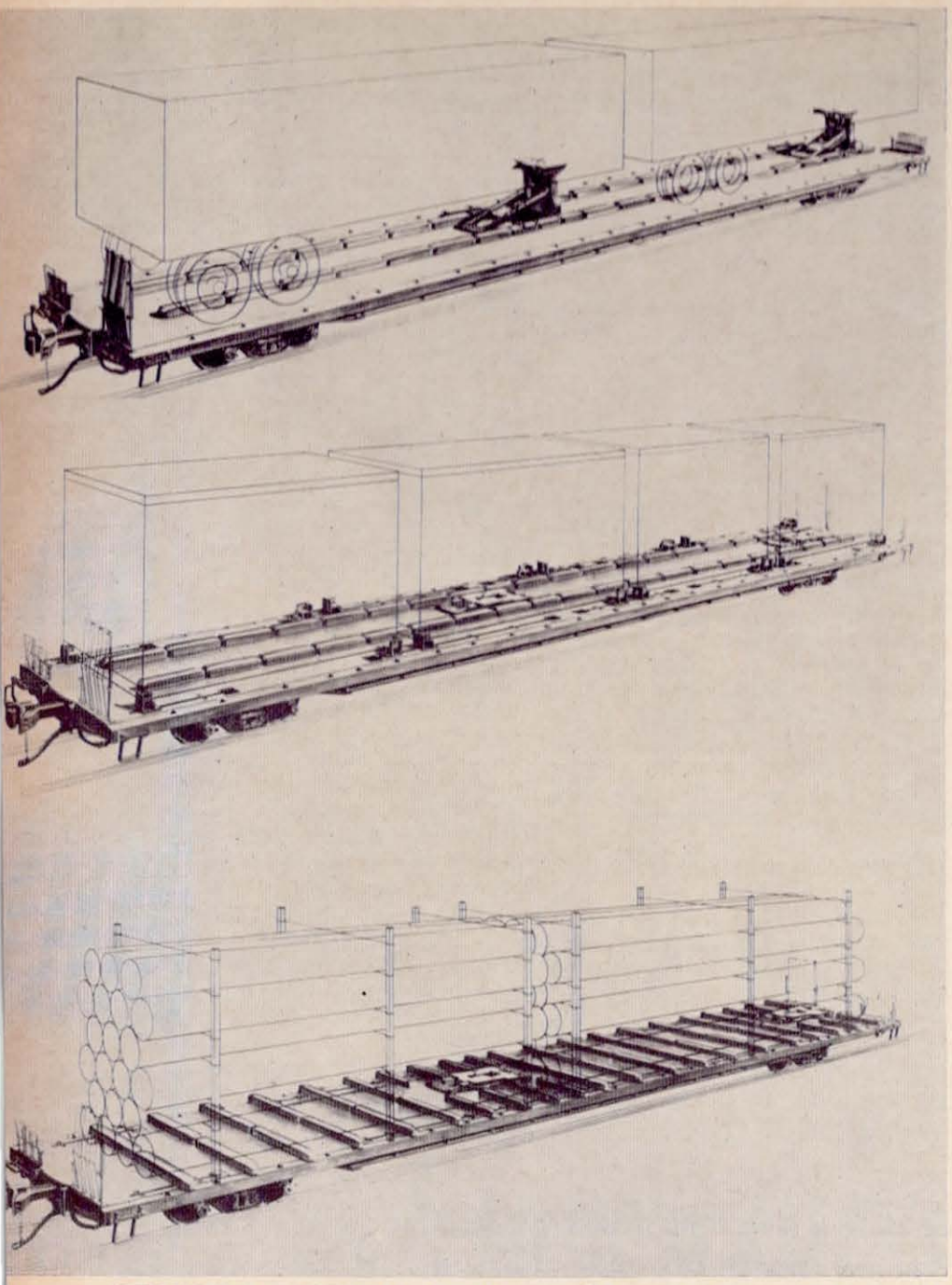
NEW ROUTING WILL SPEED TRAFFIC FOR SHIPPERS

Eliminating a water bottleneck

The merged lines plan to quickly cut back time-consuming and costly New York Harbor car-float operations.

Revving up auto-rack trains

New routes from Detroit will slash delivery time for automobile traffic moving to customers' showrooms.



VERSA-DECK IS VERSATILE: Quickly convertible car can carry trailers and/or containers in one direction and general commodities on the return trip.

Is this car the answer to the back-haul problem?

ACF thinks it is and calls it "the most versatile flat car yet placed in rail service."

If a stacked deck can improve the odds when the ante is only nickels and dimes, then ACF was probably justified in betting that a bit of ingenuity with the flat-car deck could pay off where traffic and investment stakes can be in the megabuck range. Actually the "Versa-Deck" multi-purpose flat car, with its broadened range of capabilities, is no longer regarded as much of a gamble by the carbuilder's marketing organization.

The Versa-Deck car is designed to carry highway trailers and containers separately or interchangeably, as well as general commodities such as pipe, poles, lumber, and metal extrusions or beams, according to John S. Carlson, ACF vice president and general manager of its Shippers' Car Line division. He calls it "the most versatile flat-car yet placed in rail service."

• **The stacked deck.** Key to the car's multi-service capability is the design of the trailer guide (or "rub") rails on its deck. Each of these car-length, between-the-tires guiding members is composed of a series of 4½-foot sections that can be pivoted either longitudinally, to accommodate highway trailers and containers, or laterally, to support general cargo. One person can convert the car back and forth between piggyback and general service in approximately 15 minutes, Carlson reports.

A major benefit of this car, as ACF sees it, is improved utilization because of increased opportunities for two-way freight hauls. Such a car can carry trailers from Los Angeles to Portland, Oregon, for instance, and then be converted immediately for return with a shipment of poles or lumber. Or containers can be transported from San Francisco to Chicago and the car then returned immediately to a West Coast port with a load of palletized machinery.

• **Not just a theory.** It all started about a year ago when a group at ACF set out to study what improvements could be made in piggyback cars. It was conceded that a piggyback car is extremely useful so long as there is trailer or container traffic for it to move. At the time ACF had already completed the prototype all-purpose TOFC/COFC car which incorporated a majority of the features being sought by Trailer-Train in its search for a more versatile piggyback unit (RA, Nov. 27, 1967, p.33).

But the ACF marketing/design group felt that it should be possible to design a flat car that not only could be used in trailer and container service, but would also be utilizable as a general-purpose flat car. This was when the perfectly ethical "deck stacking" came into being.

At first it was thought the answer was to sink the trailer hitch below the deck's surface and fold the guide rails down to produce a perfectly level cargo area. With a flush deck in general service, however, it would still be necessary to provide temporary or permanent lateral stringers so a fork lift

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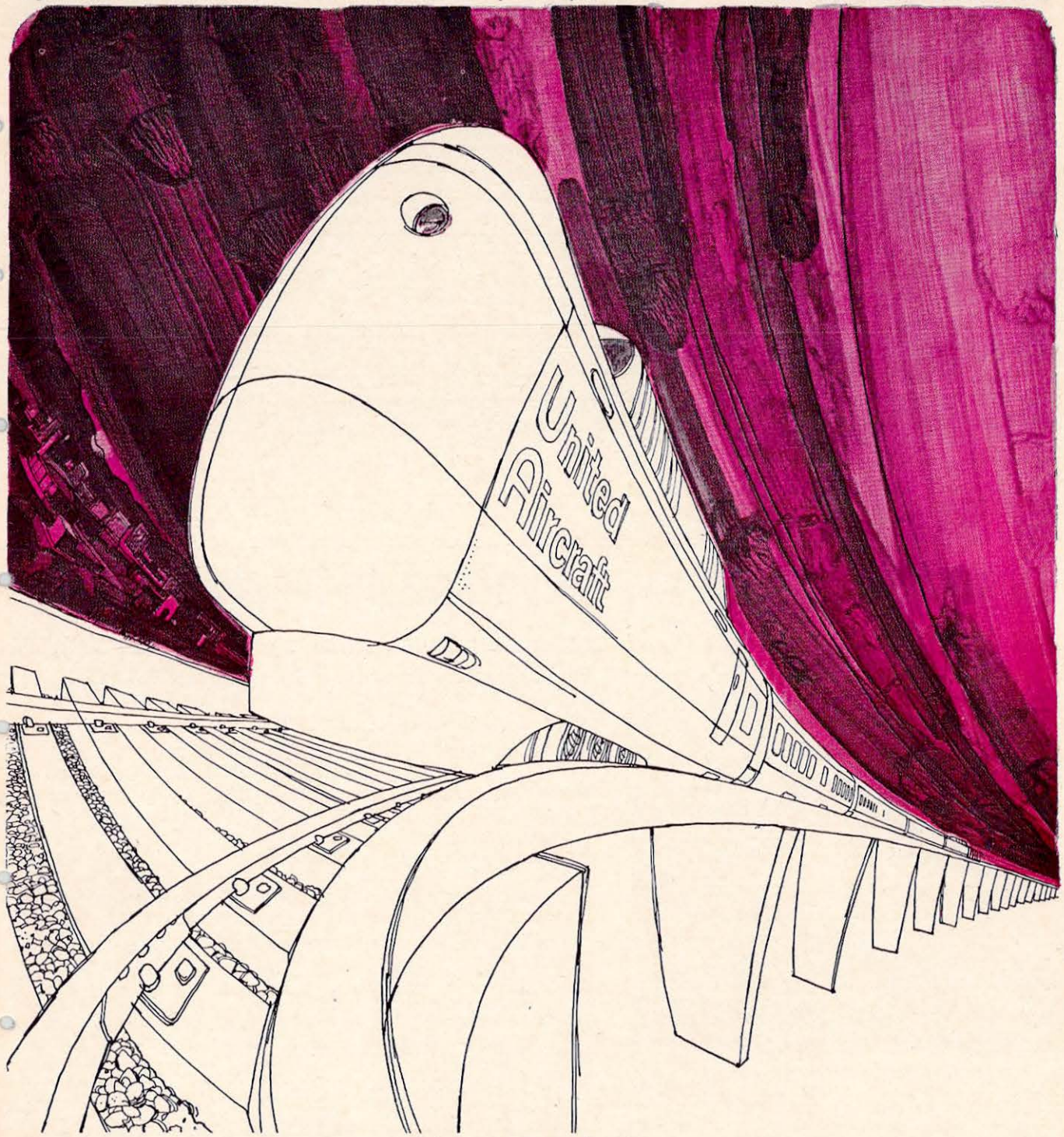

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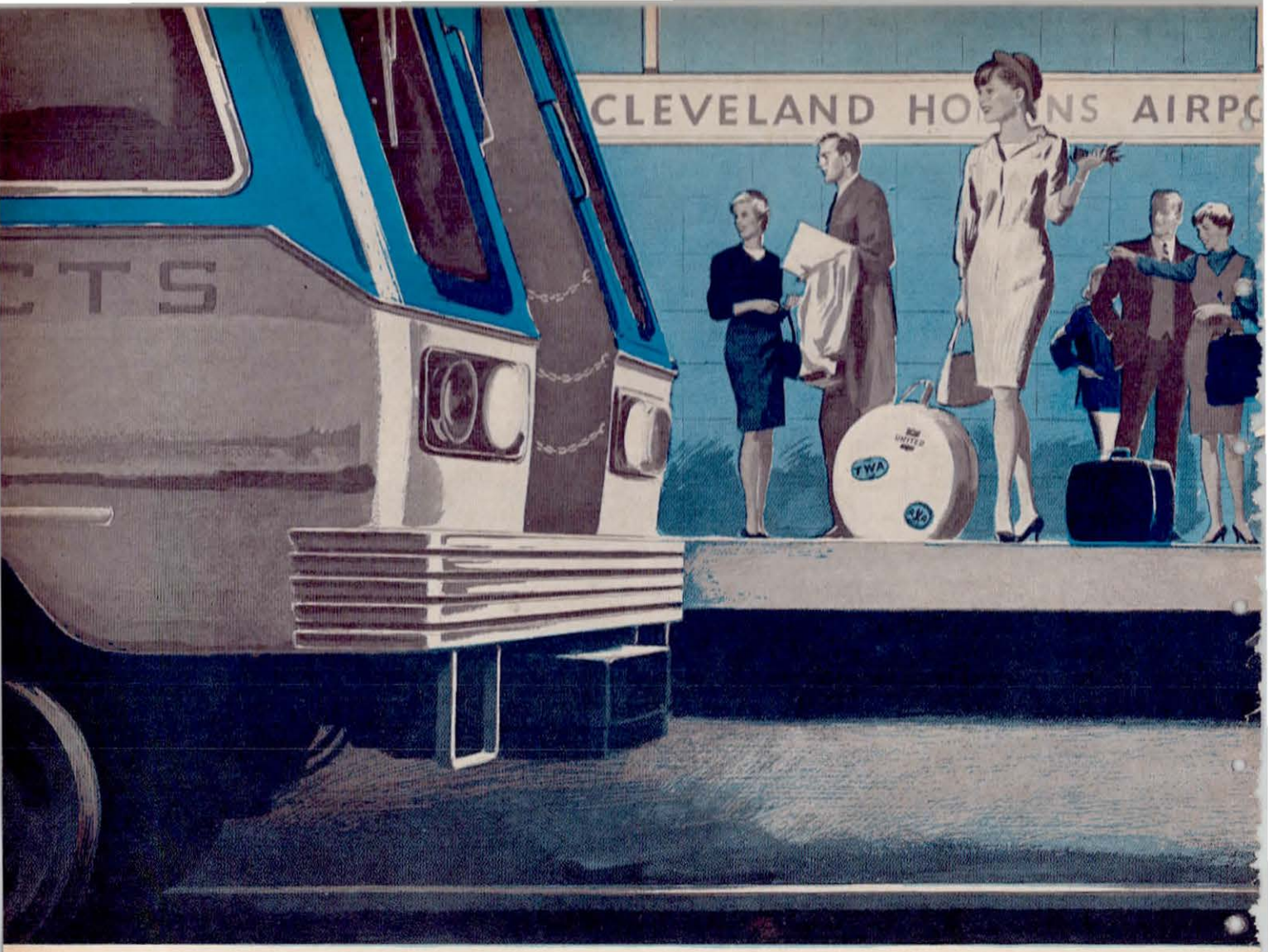

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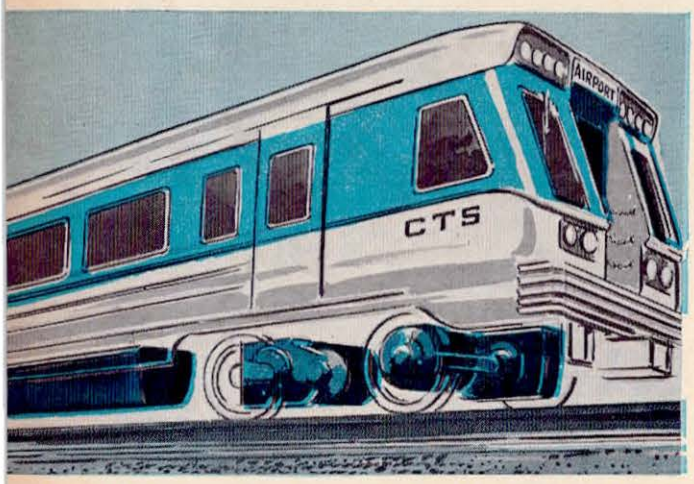

General Electric propulsion systems will speed new CTS to the airport.

GE PROPULSION SYSTEMS WILL PROVIDE FAST, DEPENDABLE SERVICE FOR CTS PASSENGERS

By mid-1968, the Cleveland Transit System's extension to Hopkins International Airport will make Cleveland the first city in the nation to enjoy rapid transit service from center city direct to the air terminal. This speedy, dependable service will use General Electric high-performance propulsion systems in the 20 new rapid transit cars ordered for the airport extension.

High-performance equipment was chosen because it has the rapid acceleration and deceleration characteristics required to provide an attractive alternative to other forms of transportation. Selection of General Electric equipment will provide the Cleveland Transit System with years of dependable service.

For more information write: Metropolitan Transportation Development, General Electric Company, Bldg. 3-42A, Erie, Pennsylvania 16501. 605-05

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or loading sling could be gotten under the load. This was when the idea of the segmented, pivoted guide rails came into being. Not only would these members, rotated laterally, raise the load level above the hitch, but they would also produce the needed clear openings beneath the load.

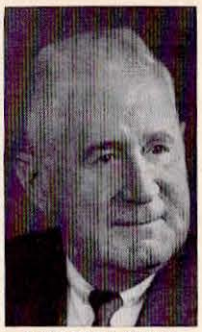
● **The hardware stage.** At the time that the concept came into being, the Southern Pacific was receiving some TOFC/COFC cars from ACF. Willard E. Kemp, manager of American Car & Foundry product planning, told the recent New Orleans meeting of the National Railway Piggyback Association how SP was persuaded to take one of its new ACF cars with the Versa-Deck features. Along with the swinging guide rails, the car was fitted with ACF Freight-Saver end-of-car cushioning and stake pockets in each of the guide rail segments so they were brought to the edge of the car when segments rotate to lateral position.

After preliminary runs to prove that the car's TOFC/COFC capabilities were undiminished, it hauled a series of loads: long laminated beams, extra-long lumber, poles. On one trip the car hauled a shipment of laminated beams, plywood, lumber and some steel castings. The shipper claimed a saving of several hundred dollars in dunnage that would have had to be applied to a normal piggyback car.

● **The final design.** Six months of prototype testing have shown ACF engineers just what is right and wrong with their Versa-Deck idea. And not too much has had to be changed to produce the final design. The closely spaced transverse members proved to be an extremely satisfactory load support. By revising the side sill design to a special double-web construction, the stake pockets could be moved from the guide-rail members to the carbody itself, simultaneously strengthening the pockets and the load supports.

The low-profile trailer hitch specified for its TOFC/COFC car by Trailer-Train (5½ inches above the deck in retracted position) made it possible for guide rail members to be only 6 inches high in the final Versa-Deck design. The low-silhouette hand-brake was also incorporated.

The same adjustable, retractable container pedestals used on the TTX prototype cars are used on Versa-Deck. The container trackway system for these pedestals can accommodate either two 40-foot, two 35-foot, two 30-foot, three 24-foot or four 20-foot containers. Poles and structural members up to 86 feet long can be handled without idler cars. The car deck has an area of 804 square feet. The 89-foot 4-inch car may be fitted with 70- or 100-ton trucks. ■



WALTER TAFT

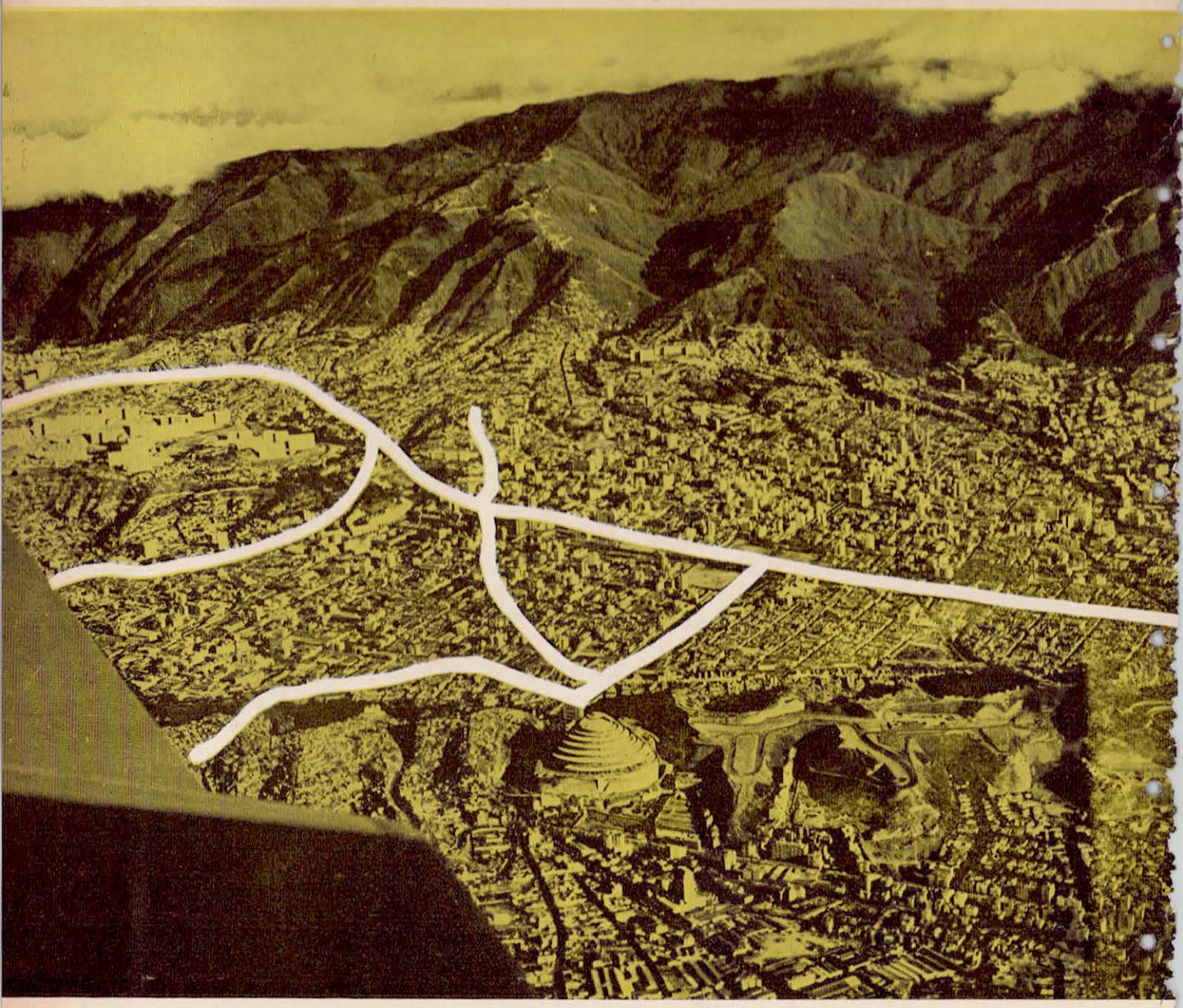
WATCHING WASHINGTON

FATE OF WAYBILL PROJECT UP TO DOT—The ICC's 21-year-old waybill sample program will be dropped unless the Department of Transportation takes it over or finances its continuance at the Commission. That's what the Commission says in a statement confirming reports that cuts in its appropriations would leave it without funds to continue the program (RA, Jan. 15, p. 7). The project, which has been costing about $225,000 a year, involves collection of a one-per-cent waybill sample from the railroads. And this information has provided the basis for studies indicating the nature and flow of railroad traffic.

HOLDING ACTION—Pending its decision on whether to take over the program or let it end, DOT is financing a holding operation at the Commission. This contemplates that 1967 and 1968 returns from the railroads will be received but not processed. Meanwhile, all 1965 and 1966 data still in the works will be published. Deadline for the DOT decision is now May 1.

SOME RAILROAD SUPPORT—Letters expressing hope that the program will be continued are coming to the Commission. These have included a joint letter of the railroads' three regional traffic associations. Nothing has come from the AAR. The Association opposed the program when it was inaugurated in 1946, and attacked it a couple of times in the subsequent decade. It has not repeated such protests in recent years. They were principally complaints against the inequitable regulation involved in the Commission's failure to impose like reporting requirements on motor carriers. Studies of the program, already under way at DOT include consideration of its extension to truckers.

OBITUARY?— What could become the program's obituary is a highlight history of it by Robert G. Rhodes and Richard E. Briggs in the current issue (January-February 1968) of the ICC Practitioners' Journal. Both are members of the Commission's staff, Rhodes being assistant director of the Bureau of Economics and Briggs special assistant to the Chairman. They note the past railroad protests and report that the program's first decade was also a time when others questioned the value of the figures. Their finding as to the present railroad-industry attitude is: "Generally, railroads now favor or express little opposition, assuming the data are processed currently and publications issued on schedule."



Nature helps Caracas plan transit system

Auto chaos dictated a Metro for Venezuela's capital. The lay of the land made routing easy.

By CHARLES LAYNG

CARACAS

Construction will start in the first half of this year on the initial 4.4-mile stage of a steel-wheel steel-rail transit system, here in the capital of Venezuela.

Most of the city is squeezed into an east-west valley that's about 2.5 miles wide and some 15 miles long. While Caracas is now 400 years old, most of its growth has occurred in the last three decades.

As of Jan 1, population is estimated at 1.85 million people. There are more than 200,000 vehicles in circulation, and about one-tenth of these are taxicabs.

● **Concrete breeds congestion.** In order to relieve the congestion, Caracas embarked on an immense program of expressway construction, which did little except to increase the congestion in the downtown area. For example, Caracas is only about nine miles from the ocean as the crow flies, but the road from La Guiara, the seaport, was some 20 miles long and full of curves and switchbacks, as it ascended and descended the mountain ridges that fringe the coast and form the northern boundary of the city.

A new *autopista,* six lanes wide and 10.4 miles long was built about 10 years ago to relieve traffic on this mountain road linking Caracas, its seaport, and also the airport. This project, which cost $80 million, had the effect of relieving congestion between the seaport, airport and the boundaries of Caracas, but it ends at an avenue that is a very narrow four lanes, at the western edge of the city. It is several miles from there to the center, and traffic must fight its way downtown from there.

● **In good shape for transit.** But the restriction of the city within narrow

Down in the valley, a traffic problem

White lines superimposed on aerial photo show part of route rail transit lines will take in Caracas. Trains running down middle of valley are designed to siphon traffic off streets that have become hopelessly congested.

confines makes rapid transit routing easy to plan. All that was necessary was to route it right down the center of the valley, with feeder transportation systems such as connecting buses, bringing in the traffic to stations along the center axis, which is seldom more than a mile away from the mountains on either side.

There were, of course, many complexities in addition to the matter of the route the new system is to take. Various studies were made, but the plan adopted was developed as a joint venture between Parsons, Brinckerhoff, Quade & Douglas and Alan Voorhees & Associates (operating as Caracas Transportation and Rapid Transit Consultants) and the Venezuelan government.

In an unusual but efficient move, the office of these consultants in Caracas is an integral part of the Oficina Ministerial del Transporte. Venezuela is fortunate, among South American countries, in having a number of young, competent engineers. Of the staff immediately engaged on the rapid transit project, only 15 of the 120 members are North Americans.

To train these Venezuelan engineers, they have been sent to the United States and elsewhere to study rapid transit systems.

As a matter of fact, the entire project is far more Venezuelan in character than is usual in developing countries, where such projects are normally handled through contracting with outside manufacturing consortia or consulting firms for the complete project.

In the beginning, the Oficina Ministerial del Transporte studied the situation thoroughly, then determined the needs of Caracas. Only then were the services of outside agencies considered for development of detailed plans, equipment procurement, etc.

● **No "rush hours".** Traffic studies indicated that the proposed system would be fortunate in that there would really be no "rush hours" as such.

Counts over long periods indicated that the number of people moving started at about 7:00 a.m. and continued without too much fluctuation until 8:00 p.m. This is brought about not only by the funnel shape of the city, but also by the fact that, in addition to the traditional "downtown," two big traffic-producing centers have developed to the east along the expressway.

There is a major office and shopping area some five miles east of town, and two miles east of that, a large restaurant and entertainment district. West of town, too, in the poorer sections, a major shopping center has developed some five miles out.

● **Balanced movement.** Transportation demand in both directions has been developed by this multi-center, linear development along the east-west axis of Caracas. A recent traffic count on the Autopista del Este showed 5,200 persons traveling toward downtown (west) and 5,160 persons traveling toward the east.

A combination of bus service, taxis and *carros por puesto* (jitneys) now serves the city and is highly inadequate to meet the demand. An estimated 2.7 million trips are made on a typical day.

Buses—some private, some municipal——carry 800,000 passengers daily over 70 different routes. The jitneys carry about half a million passengers over no less than 60 different routes, using some 9,000 cars for the service during the busy parts of the day. Traffic studies indicate more than 1,200,000 trips per day by private autos.

The resultant traffic jams are monumental in scope. A recent study in three different areas showed traffic volume in excess of road capacity by 8%, 17% and 28% respectively, resulting in average speeds well below 10 mph.

Initial analyses of the problem utilized the services of Venezuelan engineers, urban planners, economists, sociologists, statisticians, architects and supporting technical and administrative personnel. These are being refined by the consultants' computer specialists.

The study covers all forms of transportation, but, since the construction of a high-capacity rapid transit system was the major undertaking, a feasibility study of the latter was undertaken simultaneously.

● **Integrated system.** The integral transportation plan, with the Metro at its heart, will eventually include new highways, street improvements, bus and jitney service improvement—and relate them all.

● **A 20-mile system.** Plans call for a 19-to-20-mile system, although work is being confined initially to construction of the east-west 12.5-mile line in three stages: The 4.4-mile segment now ready to go into construction comprises the first stage, which is set to open in 1972. The second stage is due to open in 1973 and the third in 1974.

The east-west line as a whole is estimated to cost 1200-1500 million Bolivars, or $266-$333 million, including rolling stock and equipment.

Based on the present studies, the route will have surface yards at both its east and west terminals. An arroyo that leads through the city for some distance will be utilized for perhaps 5% of the total distance, but most of the system will be underground.

Routing will be along the presently existing traffic corridors where the greatest number of potential users can be served, and designed so as to minimize the number of transfers from one means of transportation to the other.

It was determined that, for optimum usage, stations should be located within 1,500-ft of the major concentrations of population and employment, so as to avoid excessive walking distances. These locations, should, however, also be compatible with the desired operating speeds of the trains.

The present plan for stations has been worked out to almost ideal specifications for these two functions. At present, it appears that there should be no difficulty in maintaining a rate of speed, including station stops, of at least twice that of existing transportation means.

● **2 million riders.** Planning forecasts indicated a daily use of 2 million riders by 1990, predicated on the building of a north-south line that will serve transverse valleys that are rapidly building up to where they will be beyond the capacity of feeder bus lines. Such a line, or even lines, are included in the present planning.

One of the things that was taken into serious consideration was the fact that the area had recently been subjected to a rather severe earthquake. This led to studies of seismic design requirements for tunnels and buildings, as well as complete studies of the soil characteristics.

Studies indicate that the 12.5-mile east-west line will serve half a million passengers daily in the first year it is opened.

This 12.5 miles sometimes takes as long as an hour and a half to negotiate on the surface by automobile. The Metro is expected to do it in half an hour, or less, including station stops.

As well as being geared to alleviate the present almost intolerable traffic situation, the project is future-oriented. Within its narrow geographical limits, Caracas is expected to have a population of 4 million by 1990. The entire system is being built with this in mind. ■

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Pittsburgh Conference program

Monday, March 11

9:00 A.M.—Opening of conference by Thomas P. Jones, vice-president, marketing—Westinghouse Electric and Program Committee Chairman.

9:15—Welcome from Leonard Staisey, chairman, Allegheny County Commissioners.

9:30—Keynote address—John R. Moore, president, Aerospace and systems group, North-American Rockwell Corp.

10:00—"Cooperative action"—A. J. Eyraud, president, Southern California Rapid Transit District; Robert G. Bartlett, Secretary of Highways, Commonwealth of Pennsylvania; F. Norman Hill, president, American Transit Association; Mark Robson, Western Highway Institute.

11:00—"Transportation and New Cities"—Robert H. Ryan, president, Gulf-Reston, Inc.

Noon—Lunch; Addresses by Leslie B. Worthington, president, U.S. Steel Corp. and chairman, Pittsburgh Urban Transit Council; Joseph M. Barr, Mayor of Pittsburgh. HUD Design Awards made by Hon. Robert Weaver, Secretary, Department of Housing and Urban Development.

2:45 P.M.—"Action or Inaction"—J. W. Dameron, general manager, Port Authority of Allegheny County; James P. Gleason, chairman, Washington Metropolitan Area Transit Authority; C. Carey Donworth, chairman, Forward Thrust citizens committee of Seattle; Walter S. Douglas, senior partner, Parsons, Brinckerhoff, Quade & Douglas.

4:00—"Causes and effects of metropolitan mobility."

Evening program—Address by the President of the United States (tentative).

Tuesday, March 12

9:00 A.M.—"Systems around the World"—Bror Hillbom, Technical Director, Stockholm Metropolitan Transportation; Masatoshi Shibuya, Councillor, Japanese Ministry of Transport; (one more speaker from Moscow).

10:00—"New Developments in High Speed Ground Transport"—Dr. Robert Nelson, Director, Office of High Speed Ground Transport—DOT; Jean Bertin, president, Bertin & Cie.

11:00—"Role of Federal legislation"—Sen. Harrison Williams of New Jersey.

Noon—Luncheon Address by Donald C. Burnham, president, Westinghouse Electric Corp.

2:00 P.M.—"Big City Confusion"—Gov. Otto Kerner of Illinois.

2:45—"Airport access"—G. E. Keck, president, United Airlines.

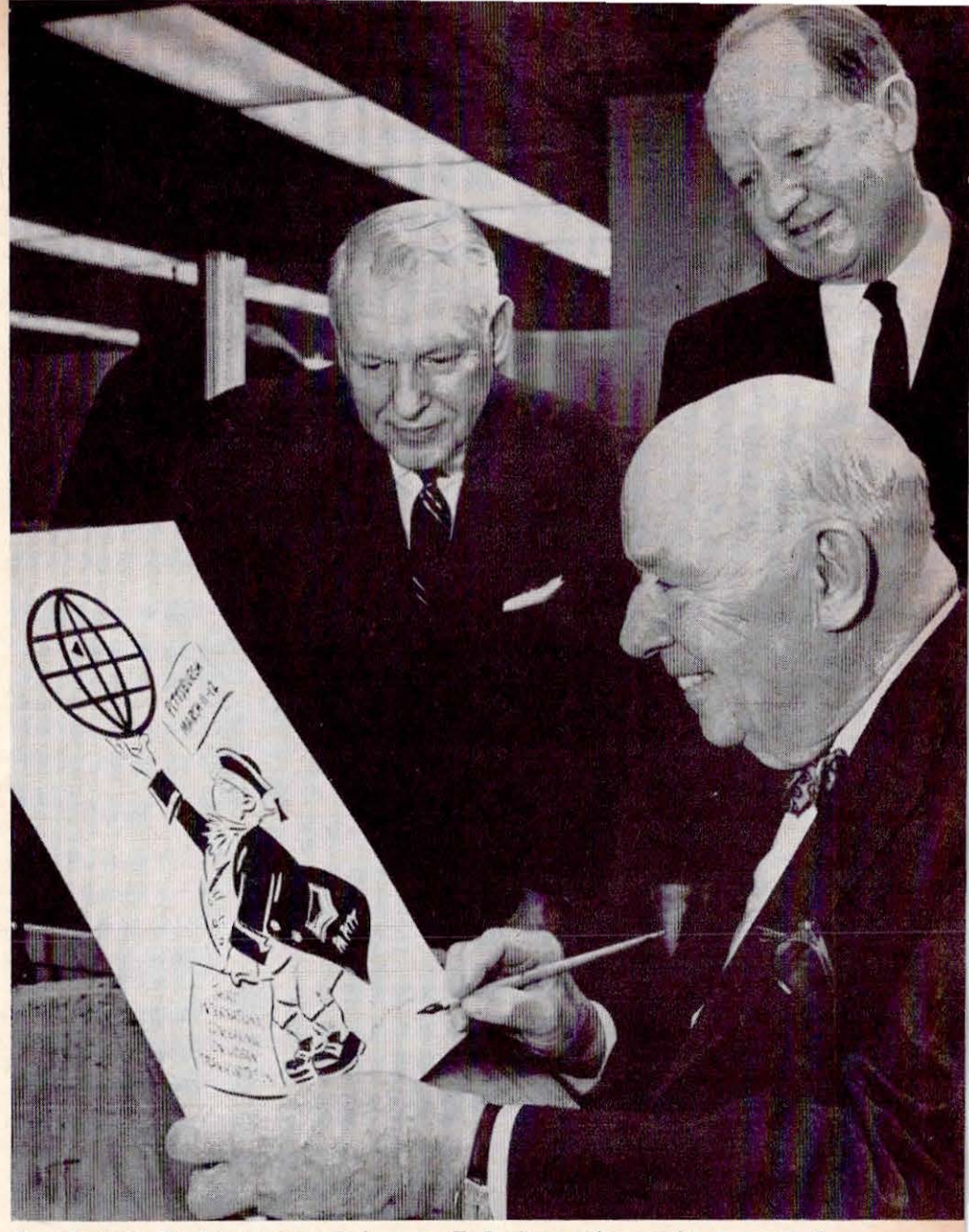
3:25—"Transit problems—Definitions '69"—John C. Kohl, executive secretary, engineering division, National Academy of Sciences; John Mauro, director of city planning, Pittsburgh.

3:45—"Urban Concepts and Solutions"—Panel of engineering consultants.

7:00—Dinner—Address by Gov. Raymond P. Shafer of Pennsylvania and presentation of the Third Annual Transportation Award.

Pittsburgh gets set for big transit conference

The March meeting will draw industry and political leaders.



Top planners: Studying poster designs are T. P. Jones, vice president—marketing, Westinghouse Electric (left), Leslie Worthington, president, U. S. Steel (right). Cartoonist is Pittsburgh Post-Gazette's Cy Hungerford.

If any city can lay claim to the title of Transit City, it's Pittsburgh. The Third International Conference on Urban Transportation comes up March 11 and 12, and serves to reinforce the claim.

The Conference is being sponsored by the same group which organized the big meetings in 1966 and 1967—the Pittsburgh Urban Transit Council, which brings together the city's top figures in private industry, labor, local government, and the academic world.

About 1,000 urban and regional planners, transportation and government officials, consultants and manufacturers are expected to attend. To emphasize the international character of the meeting, representatives from many other countries were invited to attend. A number of overseas experts have already indicated they will be over for the meeting.

Top political figures will include two governors, a U.S. Senator, and tentatively, the President of the United States.

Two men intimately concerned with setting up this year's Conference were questioned as to how it will stack up, compared to the previous meetings, which have now become annual affairs.

One was Thomas P. Jones, program committee chairman and vice president—marketing, Westinghouse Electric, who drew a contrast with the previous conferences.

"The first two were important for stating the problem. I think they were eminently successful in this respect. They got people talking, made them aware of what is happening in cities across the nation.

"But," he went on, "this is a little like making a case for Motherhood. What we are concerned with now is finding some answers. The theme of this year's Conference is 'Progress toward Balanced Solutions.'

"We want to bring out what is being done to alleviate these problems of urban congestion, what is being tried, what the choices are, and have interim reports from cities that are making efforts to improve things."

● **Population crisis.** According to Robert L. Hardin, Jr., who is vice president and executive director of the Pittsburgh Urban Transit Council, the urgency of the urban transportation problem becomes clearer, when it's put in the context of land use and the population explosion.

"Right now," he said, "the population of this country stands at 200 million. In 40 years, it will be 400 million. By the year 2000, 80%—90% of the population will be in urban areas.

"Something is going to happen, with or without the Pittsburgh Conference. The problem is such that it has got to be solved. Left to itself, it would just take 50 or 60 years to do, if a group like this were not to try and spotlight the problem, alert people, and try to spur them to find solutions."

"Not any one solution," said Jones. "We are a broadly balanced group, and we are looking for balance in solutions. The Conference does not have an axe to grind for any one particular approach. A range of technologies will come up for a discussion. They will all be given a hearing.

"Neither are we trying to provoke a war with the automobile. We do not want highways to go to pot. If anything, showing the way to better mass transportation will help to unclog the highways in metropolitan areas.

"What we do aim at," Jones went on, "is stimulating better cooperation among the various modes. The rider doesn't care what kind of vehicle he's using—whether bus, rapid transit, or

whatever—so long as he gets where he wants to go with a minimum of inconvenience.

"So instead of having supporters of each mode at each other's throats, we want to see a spirit of cooperation."

To Hardin, the urban transportation problem has many facets that need to be aired at the Conference, one of them being danger from civil disorders.

"It's well known that one of the factors that perpetuate hard-core unemployment and riots is lack of mobility—lack of adequate public transportation—especially in the centers of the big cities.

"For these cities, it is a factor that makes improved urban transportation of critical importance."

Small cities' stake

But in Hardin's view, not only the very biggest cities have to be concerned with mobility. "Stop and think for a moment of places the size of Oklahoma City or Tulsa. If the minimum time to plan, design and build a transit system is something like 15 years, that amounts to 50% of the time before the population doubles," he said. "So doing something about improved urban transportation concerns them, too."

● **Airport access.** Still another facet that needs emphasis, according to Hardin, is the matter of transportation interfaces, for example access to airports from cities.

"In just a few years, jumbo jets and supersonic jets will be here. Instead of loading or discharging 100-130 passengers per plane, it becomes a matter of handling 400 passengers per plane. The problem of getting people to and from airports could become disastrous, if nothing is done about this."

In Jones' view, there are plenty of problems that need airing, "and the way to do this is firstly, to get people thinking about them, then interest them in voting on these issues—voting on bond issues referenda, for instance, and making sure congressional representatives are listening to their constituents."

● **Why Pittsburgh.** "We are not altogether unselfish in our motives," Jones explained. "Pittsburgh is a center for the transportation equipment industry. It has the greatest single concentration anywhere of companies with manufacturing capability and know-how in the urban transportation field.

"But," he continued, "Pittsburgh is providing a forum for discussion of what is after all a major national problem. Our group is a nonprofit one that calls on the whole spectrum of people in industry, labor and government. We want urban planners and transportation experts to feel that Pittsburgh is the place to look to for solutions." ■

Modal concepts are out—distribution systems are in

"The business of business is America," said Alan Boyd, Secretary of Transportation, paraphrasing Calvin Coolidge. The remark—delivered at the annual transportation institute of the Transportation Association of America last week in New York—summed up what the meeting was all about: The larger picture for transportation.

Boyd said that the time has come to stop thinking in terms of modes, and start thinking in terms of systems. "We are building a strong office of systems analysis in the Department," he said.

"Systems analysis," he continued, "has also turned up some broad gaps in what we know about the transportation network we are trying to improve. For example, we have a report that tells us that if we build a highway through a corner of a primitive area in the west, it will cut the population of bighorn sheep from 10 to 2. We have no such precise information about where the nation's millions of railroad cars are, and how productively they are used."

DOT, he concluded, must fill in this and other information gaps, "so that we have a clear idea of what impedes a more orderly flow of goods in the system."

● **Big ton-mile increase ahead?** W. Ashley Gray, Jr., chairman of the Railway Progress Institute, president of General Steel Industries, and a panel member at the institute, took the occasion to predict that U.S. railroads will haul 900 billion ton-miles of intercity freight annually by 1970—an increase of almost 21% over 1966.

Gray's main point as a panel member was showing how far the railroads have come in the last few years—but how little that fact is generally realized.

"We have found through surveys and research," Gray said, "that the general business community is not as fully aware of the new ideas in railroading as they should be. In fact, it is important to recognize that ideas about railroads have not changed as rapidly as the railroads themselves."

Gray described the presentations RPI is making in a dozen major cities and in periodicals to drive home the idea that railroads are making massive efforts to modernize.

He capped that description with something graphic for the 1200 registrants at the TAA meeting—a color-slide presentation of new equipment, new management concepts, new technology.

● **What price modernization.** William B. Johnson, president, Illinois Central, noted the view of some experts that "modernization of railroad fixed plant will require investment of more than $1.5 billion annually, for the next 20 years."

This money could come from five main sources, he thought:

—Internal capital, as a result of recent comparative prosperity.

—Mergers, which prune redundant facilities and increase efficiency.

—Technological advances.

—Tax policies.

—Possible new ways that can be found to allow railroads to generate enough capital for self-renewal.

"Just modest adjustments, for tax purposes," he said, "in today's unrealistically long depreciable lives for large segments of the industry's fixed plant—will produce important funds for the kind of rail rights of way the nation must have.

"Will that be enough?" he asked. "My friend, Arthur Grotz, distinguished president of the Western Maryland, recently suggested that government buy and lease back rail rights of way. There are always union presidents who make headlines by darkly suggesting nationalization, for one reason or another.

"Myself, I doubt that such solution are in the cards anymore, especially in view of the increasing self-reliance competitive modes are showing about their rights of way. User charges, fuel taxes, and other such levies aimed at repaying the public cost of such facilities reflect a commendable partnership between public and private effort. And I think such partnership will bridge whatever gap may exist between the ability of the railroad and the 21st century systems they need to create."

Introducing the panelists was R. A. Williams, board chairman, Stanray Corp. New directors elected at the meeting included George L. Green, president-elect, Pullman-Standard, and Donald G. Ward, general manager—container operations, General American Transportation. Elected to the board of governors was Henry A. Correa, president, ACF Industries. David Rockefeller, board chairman, Chase Manahattan Bank, presented the Seley Award for Transportation to Dean George F. Baker, TAA Chairman. ■

PEOPLE

BANGOR & AROOSTOOK.—Garrett J. Lovett and **George E. Deshane** appointed assistant general freight agents, Bangor, Me. Mr. Lovett was formerly staff assistant. Mr. Deshane has served in the traffic and accounting departments since 1956.

Gilbert H. Jameson, general accountant, appointed auditor of disbursements, accounting department. **Mervyn H. Johnston** promoted to auditor of revenue. **Richard P. Shaughnessy,** chief clerk, accounting department, named manager—car accounting.

BESSEMER & LAKE ERIE—DULUTH, MISSABE & IRON RANGE—ELGIN, JOLIET & EASTERN—LAKE TERMINAL—UNION.—Edward L. Campbell appointed manager—organization planning and salary administration and **Robert O. Layport** named staff manager—personnel, both at Pittsburgh.

BOSTON & MAINE.—Raymond F. Sweeney, manager industrial development, real estate and industrial development department, appointed chief engineer, Boston.

Warren K. Hale on Jan. 1 resigned from the position of assistant general manager—engineering, B&M, Boston, to join Thomas K. Dyer, Inc., consulting engineers, Lexington, Mass.

BURLINGTON.—Loyd E. Hoskins, freight claim agent, Chicago, appointed general freight claim agent there, to succeed **Lester W. Seehausen,** retired. **Robert J. Murphy,** claim adjuster, replaces Mr. Hoskins.

Ronald E. Franzen, city ticket agent, St. Joseph, Mo., appointed district passenger and ticket agent there, to replace **Glen F. Bridges,** division passenger agent, who retired Nov. 30 after more than 47 years' service.

CANADIAN NATIONAL.—Jean H. Richer, vice president of passenger sales, Montreal, appointed vice president, St. Lawrence region, at that point, succeeding **J. A. McDonald,** named vice president, production, Montreal.

The freight claims and express claims departments have been integrated to form the new carload and express claims department. The title of **D. Smith,** freight claim agent, has been changed to assistant manager, carload and express claims. **J. K. Davidson,** claim agent, is now claim agent, express.

F. Altenhof, field engineer (structural), regional engineering, appointed to the new position of industrial development officer—planning, Great Lakes Region, Toronto.

G. R. Johnston, assistant vice president—freight sales, named vice president—freight sales, Montreal.

W. H. Bailey and **Paul Blanchet** appointed assistant vice presidents—research and development. Mr. Bailey will continue to coordinate CN's customer research and loss and damage prevention activities. Mr. Blanchet will continue to function as general manager of real estate. **Lawrence MacIsaac,** assistant chief of development, appointed chief of development.

W. L. Brenton, assistant superintendent express, Toronto Area, appointed superintendent express, succeeding **J. P. Vilagos,** temporarily assigned to customer research services as special assistant, Great Lakes Region, Toronto. Mr. Brenton's former position abolished.

M. A. Matheson, personnel assistant, appointed assistant labor relations officer, Great Lakes Region, Toronto, succeeding **A. S. Chapman,** retired.

J. F. Roberts, area manager—special duties,

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George S. Paul
C&NW

Charles G. Campbell
C&W

W. F. Mowen
WM

Robert E. Gonsalves
WP

reporting to the vice president, appointed general manager, St. Lawrence Region, Montreal. Mr. Roberts' former position abolished.

CANADIAN PACIFIC.—**F. A. Rutherford,** comptroller, Montreal, promoted to vice president and comptroller there.

R. C. Gilmore, manager of planning and training, traffic department, Montreal, appointed manager, traffic planning and research there, succeeding **W. G. Scott,** appointed assistant general freight traffic manager—rates, Montreal. **E. L. Guertin** appointed system manager, customer service, Montreal. **D. W. Spicer** appointed resident freight traffic representative, Atlanta, Ga.

H. E. Lyttle appointed assistant superintendent, Ottawa, Ont., succeeding **G. D. Pogue,** transferred. **G. A. Lepage** named mechanical supervisor, Car and Locomotive departments, Ottawa. **C. G. Leach,** car foreman, Ottawa, transferred. **M. M. Cunningham** appointed master mechanic, Montreal Terminals, succeeding **D. M. Williams,** retired.

Canadian Pacific Merchandise Services on Jan. 15 moved administrative headquarters from Montreal to Vancouver.

CHICAGO & NORTH WESTERN.—**George S. Paul,** vice president-personnel, named to the newly created position of group vice president-administration.

E. M. Upland appointed superintendent transportation-customers' service, Chicago.

CHICAGO GREAT WESTERN.—**A. J. Barrer** named superintendent car service, Oelwein, Iowa.

CHICAGO SOUTH SHORE & SOUTH BEND.—**Dwight A. Swinehart,** assistant director of purchases and stores, named director of purchases and stores, succeeding **Raymond G. Hotchkiss,** who retired Jan. 1.

CHICAGO TRANSIT AUTHORITY.—**Evan E. Olmstead** appointed superintendent of engineering. Mr. Olmstead, who was formerly assistant superintendent of shops and equipment department, surface division, assumes some of the duties of the late **Harold S. Anthon,** general superintendent of engineering (RA, Dec. 11, p. 54). He will be in charge of the architectural, buildings and structures, bridge, construction and maintenance, special engineering, and real estate departments.

COLORADO & WYOMING.—**Charles G. Campbell** elected vice president and general manager, with headquarters at Pueblo, Colo., to succeed **William J. O'Connor,** who retired Feb. 1. Mr. Campbell was formerly assistant to the works manager of the Pueblo Plant of **CF&I Steel Corp.,** of which the railway is a subsidiary.

DENVER & RIO GRANDE WESTERN.—**John B. Norwood, Jr.,** assistant vice president-operations, has been named to the newly created position of director of service planning. **D. J. Butters,** assistant chief mechanical officer, advanced to chief transportation officer, to succeed **C. V. Colstadt,** retired.

DEPARTMENT OF AGRICULTURE.—**James H. Lauth** named chief of Consumer and Marketing Service's Transportation Services Branch, succeeding **Elmo F. Clark.** The Branch represents the Secretary of Agriculture in obtaining equitable and reasonable freight rates for the movement of farm and food products.

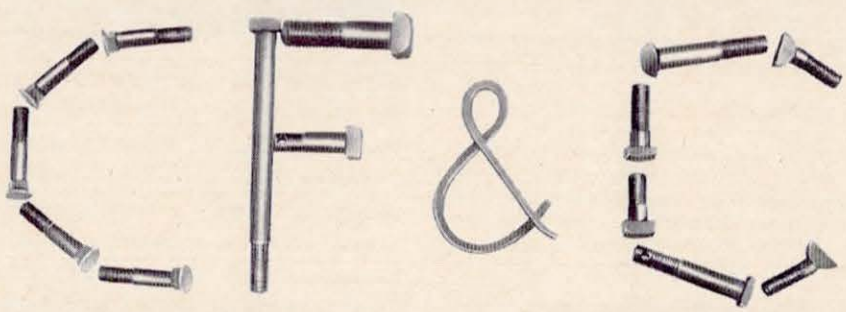
DETROIT, TOLEDO & IRONTON—ANN ARBOR.—**E. J. Hynes** appointed director—piggyback, multi-level and trailerferry service, Dearborn, Mich.

A. B. Swartzwelder, engineer communica-

(Continued on page 42)

Customized Railway Bolts

Heat treated to your specifications



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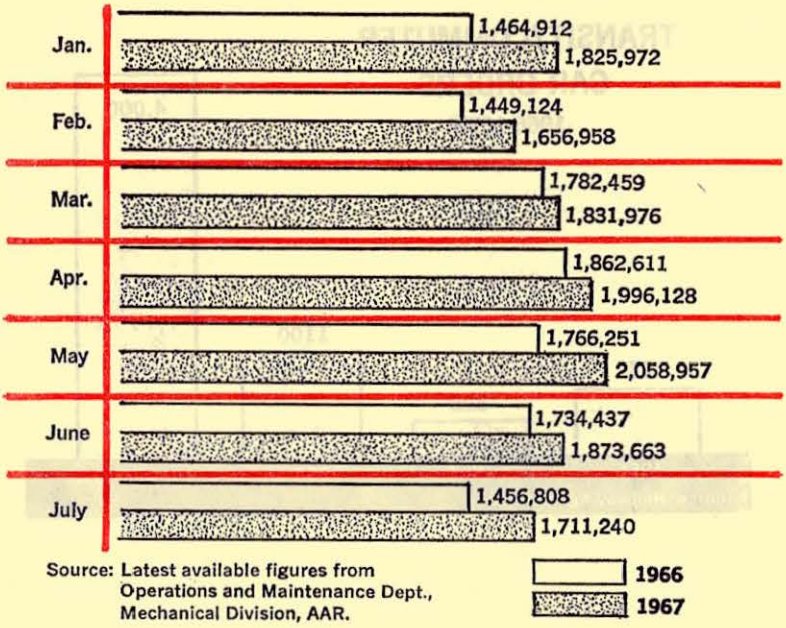
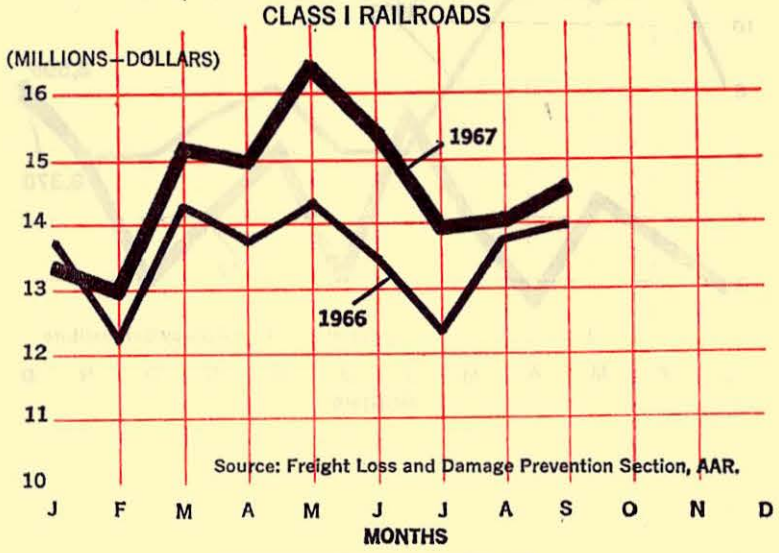


Source: Latest available figures from Operations and Maintenance Dept., Mechanical Division, AAR.

FREIGHT LOSS & DAMAGE PAYOUTS

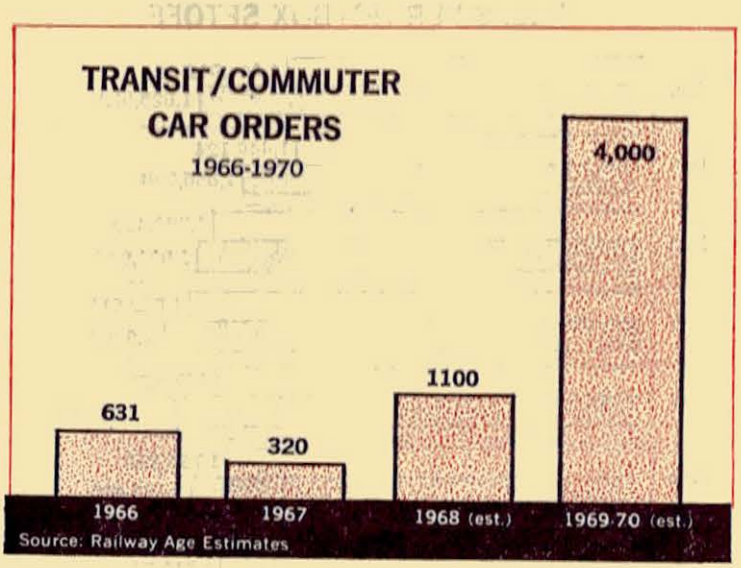
CLASS I RAILROADS

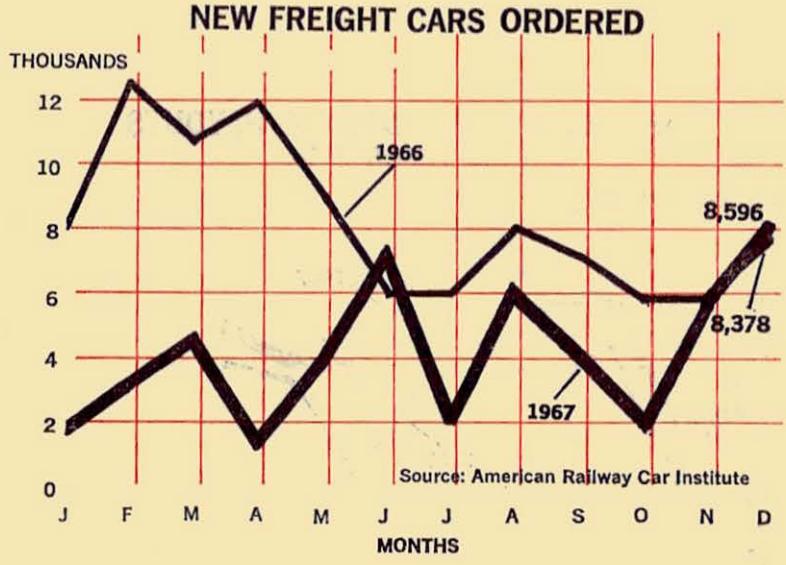


Source: Freight Loss and Damage Prevention Section, AAR.

Current statistics

Net Income	
9 mos., 1967	$342,200,000
9 mos., 1966	659,900,000
Carloadings, revenue freight	
4 wks., 1968	1,935,071
4 wks., 1967	2,048,987
New freight cars on order	
Dec. 1, 1967	21,828
Dec. 1, 1966	56,395
New freight cars delivered	
11 mos., 1967	77,612
11 mos., 1966	81,860
Serviceable cars	
Jan. 1, 1968	1,405,832
Jan. 1, 1967	1,425,203


TRANSIT/COMMUTER
CAR ORDERS
1966-1970
631
320
1100
4,000
1966
1967
1968 (est.)
1969-70 (est.)
Source: Railway Age Estimates


NEW FREIGHT CARS ORDERED
THOUSANDS
12
10
8
6
4
2
0
1966
8,596
8,378
1967
Source: American Railway Car Institute
J F M A M J J A S O N D
MONTHS

EMPLOYMENT INDEX
INDEX, 1957-59 = 100
75
70
65
1966
1967
J F M A M J J A S O N D
MONTHS

MARKET OUTLOOK

Carloadings

Loadings of revenue freight in the week ended Jan. 27 totaled 526,775 cars, the Association of American Railroads announced on Feb. 1. This was an increase of 23,206 cars, or 4.6%, compared with the previous week; a decrease of 9 cars, compared with the corresponding week last year; and an increase of 15,272 cars, or 2.6%, compared with the equivalent 1966 week. Ton-miles generated by carloadings in the week ended Jan. 27 are estimated at 14.1 billion, an increase of 2.7% above the corresponding week of 1967, and 7.5% above the 1966 week.

REVENUE FREIGHT CARLOADINGS

For the week ended Saturday, Jan. 27 District	1968	1967	1966
Eastern, including Allegheny and Pocahontas	206,510	207,831	206,699
Southern	114,953	121,951	102,714
Total Eastern and Southern Districts	321,463	329,782	309,413
Northwestern	59,690	57,508	58,532
Central Western	106,593	101,223	109,138
Southwestern	39,029	38,291	36,420
Total Western Districts	205,312	197,002	204,090
Total All Roads	526,775	526,784	513,503
Commodities:			
Grain and Grain Products	51,516	49,318	56,966
Livestock	1,155	1,322	1,357
Coal	103,322	114,050	105,822
Coke	8,401	7,597	7,603
Forest Products	39,286	40,621	35,437
Ore	17,000	17,633	16,309
Merchandise l.c.l.	4,094	5,207	6,502
Miscellaneous	302,001	291,036	283,507
Jan. 27	526,775	526,784	513,503
Jan. 20	503,569	528,324	536,387
Jan. 13	487,464	542,304	544,556
Jan. 6	417,263	451,575	508,282
Cumulative total, 4 weeks	1,935,071	2,048,987	2,102,728
Estimated revenue ton-miles (billions) 4 weeks	51.5	53.2	53.4

PIGGYBACK CARLOADINGS.—U.S. piggyback loadings for the week ended Jan. 20 totaled 23,756 cars, carrying 39,196 trailers, compared with 22,046 cars, carrying 35,386 trailers, in the corresponding 1967 week. Loadings for 1968 up to Jan. 20 totaled 64,265 cars, carrying 105,535 trailers compared with 62,430 cars, carrying 99,349 trailers, in the corresponding period of 1967.

IN CANADA—Carloadings for the seven-day period ended Jan. 7 totaled 50,196 cars, compared with 68,961 for the previous ten-day period, according to the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada		
Jan. 7, 1968	50,196	18,503
Jan. 7, 1967	60,182	20,727

ORDERS AND DELIVERIES

Orders rise.—Orders were placed in December 1967 for 8,696 new freight cars, compared with 6,221 in November 1967 and 8,378 in December 1966. Backlog of new cars on order and undelivered on Jan. 1 was 24,917, compared with 21,828 on Dec. 1 and 56,440 on Jan. 1, 1967. Deliveries of new cars in December totaled 5,487, compared with 5,122 in November and 8,244 in December 1966.

FREIGHT TRAIN CARS

Great Northern.—Ordered 15 4,180-cu-ft-capacity Airslide cars from GATX for delivery in February; 10 89-ft, 4-in. 70-ton cushioned flat cars from ACF for June delivery; and 20 30-ft all-steel cabooses with extra-wide-vision cupolas from International Car for May-June delivery. All cars are part of the 1968 capital-improvement budget, but except for 10 of the cabooses, weren't listed previously (RA, Jan. 1/8, p. 34).

December 1967 bad order ratio 0.5% higher than December 1966.—Class I roads on Dec. 1 owned 1,491,749 freight cars, 2,611 more than on Dec. 1, 1966, according to AAR report summarized below. Bad order ratio was 0.5% higher than on Dec. 1, 1966.

	Dec. 1, 1967	Dec. 1, 1966	Change
Car ownership	1,491,749	1,491,389	+360
Waiting repairs	77,117	70,836	+6,281
Repair ratio	5.2%	4.7%	+0.5%

TRANSIT

Chicago Transit Authority—The Railway Automated Machinery Company (RAMCO), Chicago, is the apparent low bidder on construction of the trackage for two CTA extensions in Chicago. The work covers a total of about 32 miles of track which will be constructed in two double-track sections. The longest, about 11 route miles in length, will connect with the Jackson Park line on the south side and will involve use of the median strip in the Dan Ryan expressway from about 28th street to 95th street. The other line, about 5.2 route miles long, will consist of an extension to the Logan Square line on the north side. This extension, part of which will be underground, will connect with the Kennedy expressway and will extend along the median strip of the expressway from about School street to Foster avenue. Covered in the RAMCO bid in addition to the construction of the trackage are the welding of the rail into continuous lengths before laying and the furnishing of the contact rail and the ties. These would be concrete ties of the RS two-block type. RAMCO is licensed to manufacture and sell the RS tie in the United States.

YOU OUGHT TO KNOW

Court sends C&NW plus CGW back to ICC

Most observers tended to shrug off Soo Line's chances in fighting the ICC's approval of a Chicago & North Western-Chicago Great Western merger. But a three-judge federal court panel in Minnesota had other thoughts—and, by a 2-1 vote, it has ordered the case remanded to the ICC. C&NW is studying a possible appeal. Principal grounds for the order apparently were the court's views of protective conditions for Soo itself and for those Soo employees who might be directly and adversely affected by C&NW-CGW consolidation. Differences of opinion over protection provided for competing railroads are not unusual in such cases, but the court's findings with regard to Soo employees are believed to border on the rare, in the current merger movement. The court majority's reasoning appears to be that if adequate protective conditions are provided for Soo, none need be provided for Soo employees. But if the railroad is not so protected and if there is an impact on its employment, then some shelter should be provided for the individuals. Soo was the original plaintiff in the case, with the Railway Labor Executives' Association and the Brotherhood of Locomotive Engineers joining in.

Burlington asks to raise commuter fares

Recent wage increases plus rising costs in other areas have enlarged the deficit of suburban operations, Burlington says, so it's asking the Illinois Commerce Commission for a commuter fare-hike. Burlington says its 1967 suburban deficit was more than $200,000, and 1968's will be bigger without the fare increase. Fares would rise so they'll be close to those of other railroads serving Chicago's western suburbs.

Court rejects appeals in work-rules case

Litigation of major issues growing out of the work-rules dispute may be near the end of the line. In mid-January, the U.S. Supreme Court let stand an appellate-court ruling permitting the Brotherhood of Railroad Trainmen to bargain locally on the crew-consist issue. Then, last week, the court acted in similar fashion, refusing to overturn lower-court rulings affecting job eliminations under the award of Arbitration Board 282. Thus, jobs eliminated stay eliminated, despite union arguments that positions should have been restored after the technical expiration of the award. At the same time, however, the high court also declined to upset a previous ruling that firemen must be employed on runs established after the award expiration date.

GTM urges action on rate policy

Pricing must be transportation's "foundation program for 1968," the general traffic manager of B. F. Goodrich Co. declared last week at a Southwestern Transportation Seminar. "Our foremost thought should be given to pricing," C. H. Sturgeon emphasized. "We cannot continue in 1968 and the ensuing years the rate structures and pricing systems suitable to 1930. Every bad practice and abuse suffered today stems from bad pricing. There is no unprofitable freight, but there are unprofitable rates. And the greatest discriminations in transportation today are in the area of rates and charges."

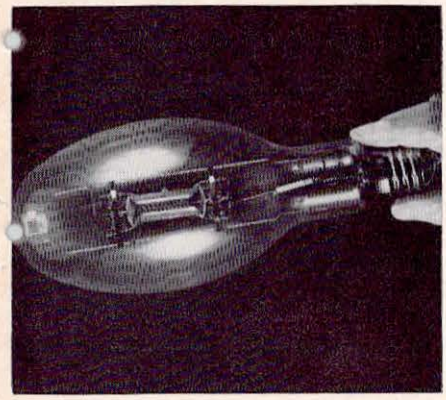
AMSTED looks for upturn

Last December was "good," the first three weeks of January were "excellent," so the long-term outlook for car orders "continues to be excellent," says Joseph B. Lanterman, AMSTED president. However, first-quarter (ended Dec. 31) net was down to $2 million from $3.6 million in 1966.

Truck tonnage shows weekly increase

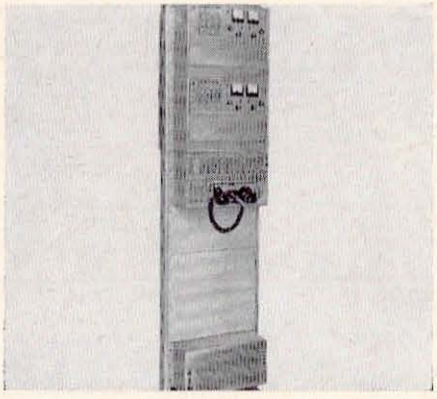
Intercity truck tonnage in the week ended Jan. 20 was 4.5% above that of the previous week, and just about equal to volume for the corresponding week of 1967.

NEW PRODUCTS REPORT



Floodlight lamp (RA-1)

Over its lifetime the 1,000-watt Quartzline lamp (Q1000E37CL) for indoor and outdoor use is said to produce about three and one-third times as much light as a conventional incandescent lamp of the same wattage. Because its physical dimensions are identical to those of GE's 400-watt mercury and metal-halide lamps, any of these lamps with the same types of reflector and lens combinations can be used. Bromine is the halogen regenerative agent. *General Electric.*



Microwave system (RA-2)

The type MR-300 microwave radio equipment operates in the frequency range of 6575 to 6875 MHz, and has a channel capacity of 600 voice channels using sign single-sideband, suppressed carrier techniques. Transmitter power is 1.0 watts. The transmitter switch and receiver local oscillator are solid state. Baseband levels are per CCIR recommendations. Input power is 24 or 48 volts DC or 120 volts AC. *Motorola Communications & Electronics Inc.*

F S voltmeter (RA-3)

Model 3140 is a fully transistorized battery-operated frequency selective voltmeter designed to give performance up to 8.5 MHz. This instrument is supplied with five pre-set crystal controlled frequencies. Model 3140 pilot voltmeter is designed to operate from a 75 ohm line with attenuation to control sensitivity of measurements from −90 dbm to −9 dbm into 75 ohm (8.6 mv to .1 volt) and measurement accuracy of ±1 db at ±250 Hz of indicated frequency. *Rycom Instruments Inc.*

Reticulated foam (RA-4)

Reticulated, or open-pore, foam is a low-density urethane material which produces a three-dimensional skeletal structure of strands with a density of 2 lb per cu ft and a constant 97% void space. The material, previously accepted as an impingement filter for air and liquids, is now being applied as a surge retardant and explosion inhibitor in tanks. Instead of retaining liquids, it passes them at a controlled rate established by the size and structure of the strands and the spaces between them. Because the strands occupy 3% of the space, a completely foam-filled tank would not have its weight increased or capacity decreased significantly. The reticulated structure of the foam keeps flame propagation from reaching the velocity necessary for explosion and dissipates some of the heat generated at ignition. It also functions as baffles would in a large open tank. Applications to date have been the fuel tanks of military aircraft, but it is seen as finding uses where combustible liquids must be handled. *Firestone Tire & Rubber Co.*

Reflex klystrons (RA-5)

The VA-310 series of reflex klystron oscillators are 7-oz tubes operating in the 10 to 15 GHz range. One version offers an output of at least 1 watt over a 500 MHz mechanical tuning range. The other version offers the greater output of at least 1.5 watts over a 100 MHz tuning range. The Va-308 oscillator, operating in the 14.0 to 18.0 GHz range, delivers between 200 milliwatts and 1 watt. The VA-309 delivers from 10 to 300 milliwatts. *Varian Associates.*

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COMPANY .....

ADDRESS .....

CITY ..... STATE ..... ZIP .....

2/5/68

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Please send the charts I have checked below. If I am not satisfied I will return the charts within 30 days for a full refund. I enclose a check or money order for $2.00 for each chart or $10.00 for any six charts.

- ☐ Streamlined light weight passenger car (16x25 inches)
- ☐ Covered hopper car (20x30 inches)
- ☐ Box car, AAR standard 40 ft. (23x25 inches)
- ☐ Air conditioned chair car, 1930 design (18x35 inches)
- ☐ Tank Car (22x35 inches)
- ☐ Refrigerator Car, wood sheathed, steel underframe, 1920 design (14x20 inches)

2/5/68

Name _____

Address _____

City _____ State _____

_____ RR _____

(Continued from page 36)

tions and signals, **Pennsylvania,** Pittsburgh, appointed superintendent communications and signals, DT&I and Ann Arbor, Dearborn, succeeding **W. G. Clinton,** retired.

E. E. McBee, Sr., appointed supervisor—maintenance, Flat Rock, Mich. **F. W. Pieper** named assistant office engineer, Dearborn.

FRISCO.—William Maenner, assistant secretary of the **Frisco** and assistant secretary-treasurer, **New Mexico & Arizona Land Co.,** retired Dec. 31, 1967, after more than 50 years of service with the railway. Mr. Maenner also served as assistant secretary of Frisco's various subsidiary companies. **A. F. Niemeier,** assistant to secretary of the railroad and secretary of the land company, becomes assistant secretary of the railroad and of the subsidiary companies, and secretary-treasurer of the land company.

James E. Farren, sales representative, New York, named district sales manager, Boston, succeeding **Robert E. Preble,** who retires Jan. 31 after 30 years' service. **Robert E. Murphy,** sales representative, New Orleans, appointed international sales representative, New York.

GRAND TRUNK WESTERN.—Ray Bartney, assistant manager, multi-level and TOFC sales, appointed general agent, freight sales, Detroit, to succeed **Arthur G. Lees,** retired.

GREAT NORTHERN.—Headquarters of **R. N. Whitman,** general manager, Lines East, and his staff, have been transferred from Duluth to St. Paul.

J. Douglas Dickson, formerly manager of metals industry services, marketing department, **New York Central,** New York, appointed market manager-steel, coke and ore, **GN,** St. Paul. **James U. Dickson, Jr.** named market manager-forest products, St. Paul. Mr. Dickson was formerly manager of market research, **Western Wood Products Association,** Portland, Ore. **Thomas C. Kryzer,** previously superintendent of the chemical products division, **American Oil Co.,** Whiting, Ind., becomes **GN's** market manager-oil, chemicals and fertilizer, with headquarters at St. Paul. **Alfred E. Michon** named market manager-grain products, and **Kenneth C. Sanders,** director of marketing services, both with headquarters at St. Paul. Mr. Micon was formerly financial analyst, commercial airplane division, **Boeing Co.,** Seattle, and Mr. Sanders was assistant director of marketing research, **United States Gypsum Co.,** Chicago.

D. H. Burns named staff assistant—operation, St. Paul.

The GN has reorganized the stores function and renamed the Store Department the Material Department. Materials regions have been established at Dale street in St. Paul; in St. Cloud, Minn., and in Hillyard, Wash., and a system office established at Dale street. **P. M. Hawkins** appointed gneral manager-material, St. Paul; **L. O. Williamson,** manager, accounting office, Dale street; **P. W. Fritz,** regional material manager, St. Cloud; **M. W. Bolfing,** regional material manager, Hillyard.

L. A. Richardson, regional sales manager, Great Falls, Mont., and **M. A. Knos,** district sales manager, Pittsburgh, appointed area sales managers.

GULF, MOBILE & OHIO.—Donald E. Phelps promoted to district freight agent, Milwaukee, Wis., succeeding **F. O. Kunz,** who retired Dec. 31, after more than 50 years of service.

ILLINOIS TERMINAL.—Dennis R. Esker appointed general agent, St. Louis, succeeding **William L. Giedeman,** who has assumed other duties. **Stanley J. Williams** appointed general agent, Dallas, Tex., reporting to **Ralph A. Lovelace,** assistant general freight agent. **James M. Fowler,** assistant general freight agent, Chicago, retired Nov. 30, 1967.

LEHIGH VALLEY.—Lloyd M. Noseworthy appointed director of real estate, Bethlehem, Pa. Mr. Noseworthy has been in real estate 21 years, both in private practice and with the New York Central.

T. F. Williams, general freight traffic manager, New York, appointed to the new position of assistant vice president—sales. **J. E. Musselwhite,** freight traffic manager—rates, appointed to the new position of assistant vice president—rates.

NORFOLK & WESTERN.—Robert W. Pendergast has joined the N&W as manager of news services, Roanoke, Va. Mr. Pendergast was formerly on the public relations staff of Reynolds Metals Co.

C. M. Hawkins appointed to the new position of assistant manager TOFC—highway equipment control, Roanoke.

R. M. McMillen appointed to the new position of assistant manager stations, Atlantic and Pocahontas Regions, Roanoke.

C. H. Ware named assistant director marketing, Roanoke. **G. W. Ruff** promoted to manager marketing. **Leo G. Reimann** appointed sales representative Chicago.

WESTERN MARYLAND.—Ira B. Chambers, superintendent, Eastern Division, Hagerstown, Md., retired Dec. 31, after 50 years of railroad service. On Jan. 1, the Eastern and Western divisions, Operating Department, were combined under a centralized authority at Hagerstown. The following title changes were made (old title in parenthesis): **W. F. Mowen,** superintendent—system, Hagerstown (superintendent, Cumberland); **W. H. Rayburn,** assistant superintendent, Cumberland (trainmaster, Cumberland); **D. C. Sensenbaugh,** assistant superintendent, Hagerstown (trainmaster, Hagerstown); **C. L. Amos,** assistant superintendent, Port Covington, Md. (trainmaster, Baltimore); **J. W. Utterback,** trainmaster, Elkins; **R. B. Snyder,** trainmaster, Hagerstown and, **K. A. Willett,** trainmaster, Port Covington.

John R. Phillips, sales representative, Chicago, appointed assistant manager for rail-highway services, Baltimore, succeeding **John T. Norris, Jr.,** now manager of market development.

WESTERN PACIFIC.—Robert E. Gonsalves, passenger sales manager, appointed director of passenger sales. **Thomas A. Kyle,** chief of passenger reservations, becomes assistant to director of passenger sales. **Elmer H. Carleton** named chief special agent and general claim agent.

OBITUARY

Gail R. Bowman, 74, retired vice president—operation, **Nickel Plate** (now Norfolk & Western), Cleveland, died Jan. 18 at Boca Raton, Fla.

William G. Given, Jr., 81, honorary chairman of the board, **Abex Corp.,** died Jan. 30 at his home in New York.

W. O. Graham, director of purchases, **General American Transportation Corp.,** died Dec. 28, 1967.

William F. McGowan, traffic manager, Central District, **Southern Pacific,** San Francisco, died Jan. 23 at Harkness Community Hospital and Medical Center. He served the SP for 48 years.

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VIEWPOINT

If Tashkent, why not St. Louis?

It is humbling to have to report (as Joe Asher does on page 9) that Tashkent, a city of 1.2 million in the remote reaches of the Soviet Union, is planning a rapid transit system—while U.S. cities in roughly the same population category (St. Louis, Houston, Dallas) launch study after study, with no conclusive results so far.

For cities even smaller than these, time is fast running out, as Robert Hardin, executive director of Pittsburgh's Urban Transit Council, points out elsewhere in this issue. If it takes up to 15 years to plan and build a system, there is really no time to lose.

Transportation Secretary Alan Boyd, in an interview with the editors of Railway Age also published in this issue, suggests that only cities with a population of over one million should consider rapid transit. This misses the point that many cities close to but not yet at the million mark will be there in another 10 to 20 years. Why wait until you get scurvy to take Vitamin C?

Some skeptics, taking note of the number of new systems being built in other countries, nonetheless argue that conditions there are different from conditions here. That is to say, Europe and Japan, for example, don't have the large number of automobiles we have.

That argument is out of date. Post-war prosperity has sent auto registrations soaring in Europe and Japan. Which is precisely why city planners are pressing new transit construction—as insurance to keep their cities from being engulfed by the auto.

Work-rules still need some work

It could have been predicted: (1) That the messy aftermaths of the work-rules dispute would finally get through the courts to some form of conclusion; and (2) that the conclusion would be a compromise, totally satisfactory to no one.

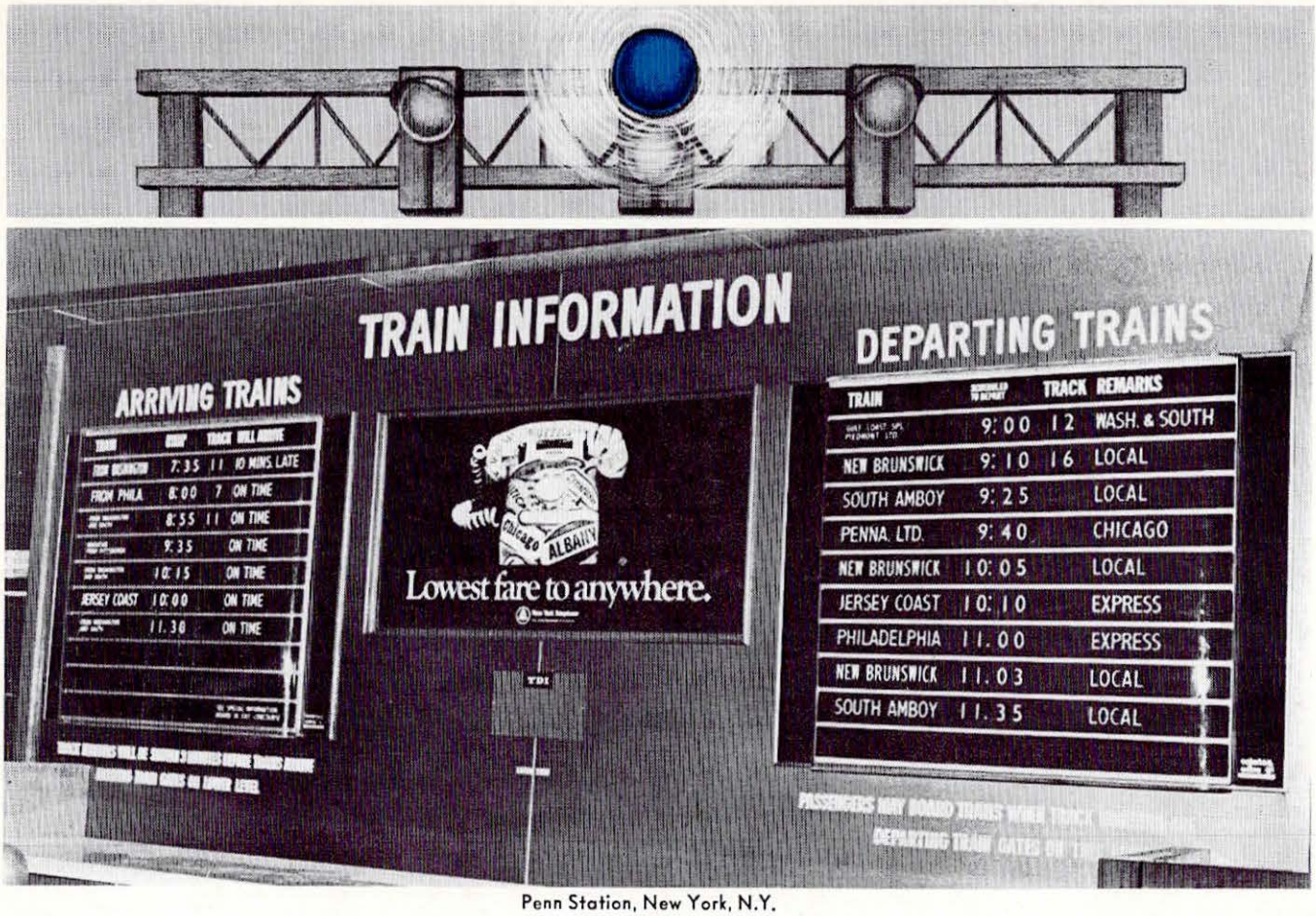
The next question is a simple one: Where do the industry and its employees go from here? The problem, as usual, is that there are no simple answers.

Rather obviously, the whole area of operating work-rules still needs attention. From its beginnings in 1959, the rules dispute eventually boiled down to a situation where the issues most easily grasped—the manning issues—*were* grasped. The others, those less easily dramatized or even understood, were let go.

Efficiency—call it competitive effectiveness—would seem to demand, however, that rules modernization be made a continuing and continuous program.

Dispassionate observers of the industry will probably go on arguing for decades, about the wisdom of the course adopted in '59 by both the railroads and the operating brotherhoods. For now, the best assessment is a simplistic one: An ailing industry, hobbled by outmoded work practices and financially in trouble, had to pursue a stern and unyielding line; the brotherhoods, fragmented and on the defensive and facing possible disaster, had to resist just as firmly. Violent clashes were inevitable.

Today, the need for change, for modernization, has not lessened. Hopefully at this point in time, the need can be recognized, on both sides. And change, hopefully, can be secured through cooperative effort.



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